

Prunedale Improvement Project



Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact Volume II of II

Comments and Responses

On Route 101 north of the City of Salinas in Monterey County

05-MON-101-KP R146.8/161.6

(PM R91.2/100.4)

EA 05-0161E0

Prepared by the
U.S. Department of Transportation
Federal Highway Administration
and the
State of California Department of Transportation

March 2006



General Information About This Document

What's in this document?

This document, Volume II, is an appendix to the Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact contained in Volume I. This document contains written comments received during the Draft Environmental Impact Report/Environmental Assessment public comment period from May 21, 2005 to July 7, 2005, and responses to those comments. This document also contains the contents of, and responses to, verbal comments transcribed by the court reporter during the Public Hearing on June 23, 2005.

How was the draft document made available for comments?

Copies of the document were sent to the parties listed on the distribution list and also to individuals and agencies that requested a copy. The document was also made available for public review at local libraries in both Salinas and Prunedale, at the office of the Transportation Agency for Monterey County, the Caltrans District Office in San Luis Obispo, and on the project website at www.dot.ca.gov/dist05/prunedale/index.htm. A Public Notice was published to announce the availability of the draft document, where it could be obtained, and whom to contact with questions. The Public Notice also announced the public hearing for June 23, 2005. The Public Notice was published in the following papers: **The Salinas Californian** (Saturday, May 21, 2005 and Monday, June 13, 2005) and **The Monterey County Herald** (Saturday, May 21, 2005; Tuesday, May 31, 2005; and Monday, June 13, 2005).

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Kristen Merriman, 2015 East Shields, Suite 100, Fresno, CA 93726; 559-243-8178 Voice, or use the California Relay Service TTY number, 1-800-735-2929.

Introduction

This document contains all the comments received between May 21, 2005 and July 7, 2005 on the Draft Environmental Impact Report/Environmental Assessment. Written comments were submitted as emails, letters, and comment cards. Verbal comments made to the Panel or privately were transcribed by the court reporter during the Public Hearing.

Responses to multiple comments made by the same individual/s in different formats or at different times are made together. Except for comments contained in the court reporter transcript, the responses immediately follow the comment/s. If comments were numbered, the responses are identified in the same way. Otherwise, lengthy responses are organized with descriptive headings.

Comments received from public agencies generally suggested corrections or expansions to the draft environmental document to more adequately address their areas of responsibility, such as cumulative impacts to wetlands and special-status species, airborne particulate matter, impacts to farmland, increased travel distance for emergency vehicles, etc.

Private individuals also suggested corrections or expansions to the environmental document, but more often requested changes to, or detailed information about, the proposed project design. Out-of-direction travel was a concern for a number of individuals. Also mentioned were concerns about noise, increased traffic on local roads, and using funds that would be better saved for a project that could alleviate congestion.

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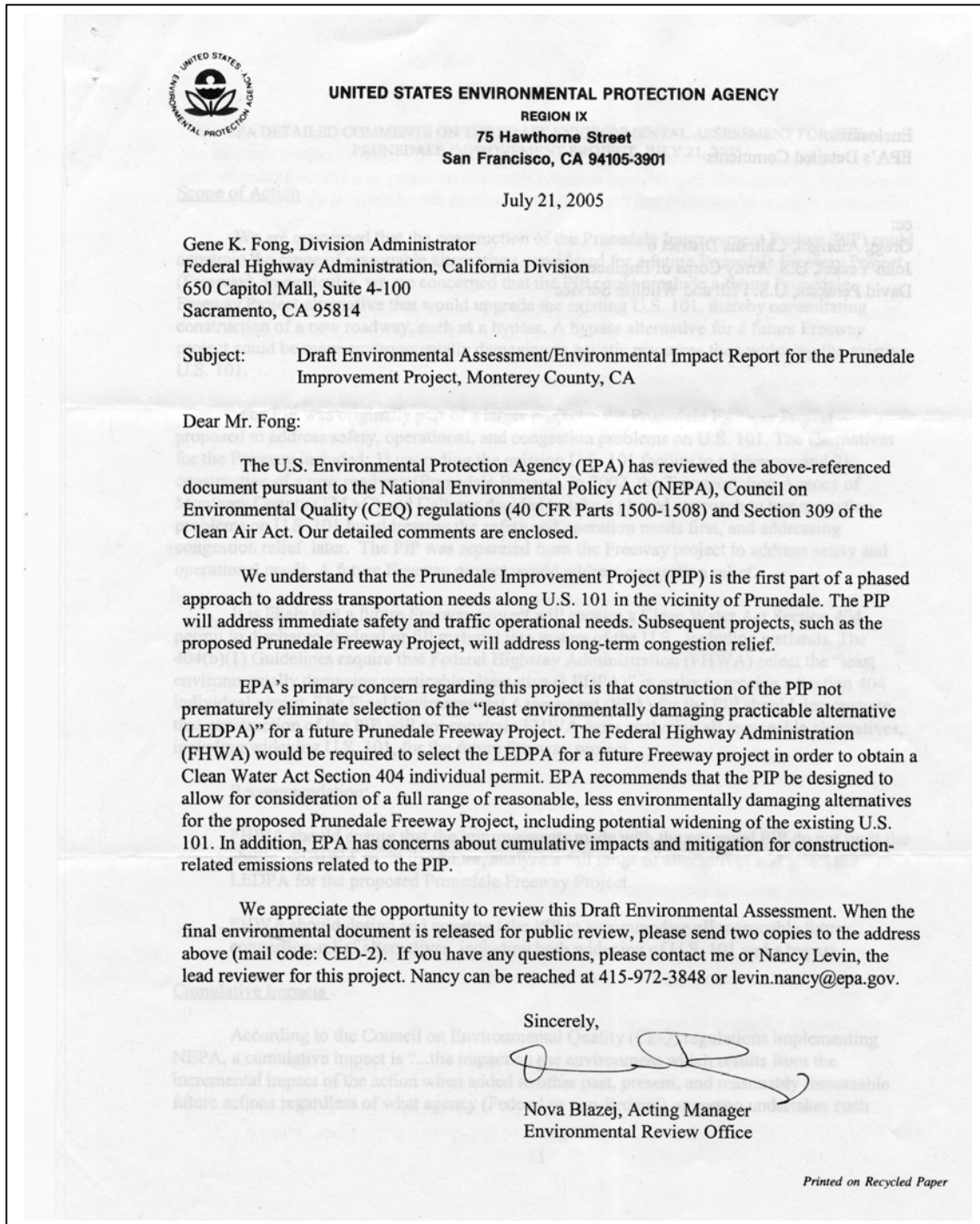
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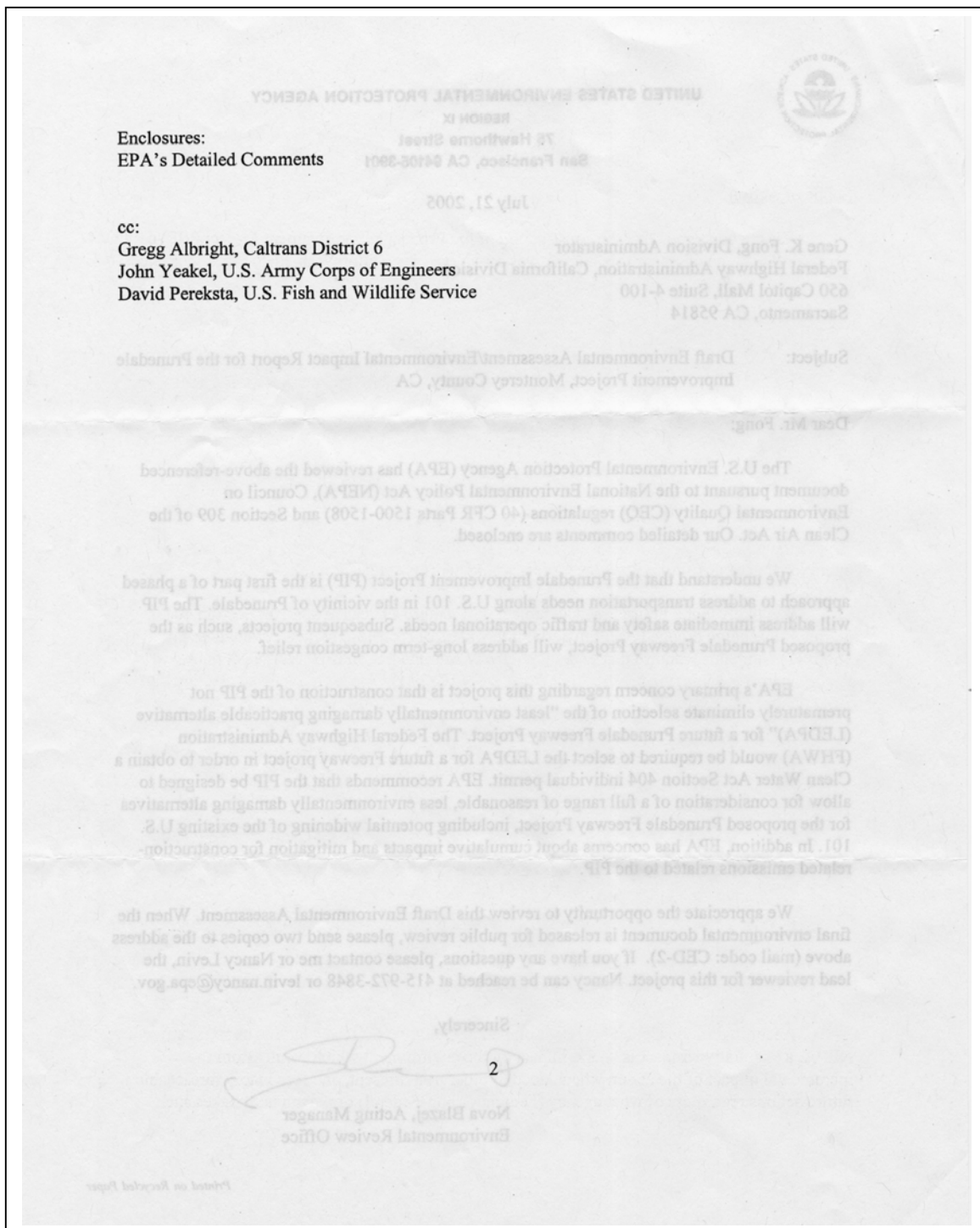
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Comment: U.S. Environmental Protection Agency, Region IX (EPA) in letter received July 22, 2005





EPA DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE
PRUNEDALE IMPROVEMENT PROJECT, JULY 21, 2005

Scope of Action

We are concerned that the construction of the Prunedale Improvement Project (PIP) could constrain the range of reasonable alternatives considered for a future Prunedale Freeway Project (Freeway). In particular, we are concerned that the PIP could preclude a future Prunedale Freeway Project alternative that would upgrade the existing U.S. 101, thereby necessitating construction of a new roadway, such as a bypass. A bypass alternative for a future Freeway project could be more environmentally damaging to aquatic resources than widening the existing U.S. 101.

The PIP was originally part of a larger project – the Prunedale Freeway Project – proposed to address safety, operational, and congestion problems on U.S. 101. The alternatives for the Freeway included: 1) upgrading the existing U.S. 101 facility to a freeway; and 2) construction of a new roadway (Prunedale Bypass). In 2002, the Transportation Agency of Monterey County (TMAC) and Caltrans decided to take a phased approach to transportation problems on U.S. 101 by addressing the safety and operation needs first, and addressing congestion relief later. The PIP was separated from the Freeway project to address safety and operational needs. A future Freeway project would address congestion relief.

It is likely that a future Freeway project will require a Clean Water Act Section 404 permit to discharge dredged or fill material into waters of the U.S., including wetlands. The 404(b)(1) Guidelines require that Federal Highway Administration (FHWA) select the “least environmentally damaging practicable alternative (LEDPA)” in order to receive a Section 404 individual permit. The Final Environmental Assessment (FEA) for the PIP should demonstrate that construction of the PIP will not constrain FHWA from analyzing all reasonable alternatives, including widening U.S. 101, for the future Freeway project.

Recommendation:

FHWA should ensure that the improvements made with the proposed PIP do not limit the ability of FHWA to, in the future, analyze a full range of alternatives and select the LEDPA for the proposed Prunedale Freeway Project.

FHWA should design and construct the PIP to accommodate all reasonable future congestion-relief alternatives, including both widening of U.S. 101 and a bypass.

Cumulative Impacts

According to the Council on Environmental Quality (CEQ) regulations implementing NEPA, a cumulative impact is “...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such

other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” (40 CFR §1508.7). Cumulative impact analyses are important to EPA because they disclose potential threats to resources as a whole. Understanding cumulative impacts to resources can illuminate opportunities for minimizing those threats.

The Draft Environmental Assessment (DEA) does not provide a complete analysis of cumulative impacts to resources of concern. In addition, it states that impacts to special-status species, wetlands and other waters of the U.S. would be fully mitigated, therefore no cumulative effects would occur. It is important to recognize that mitigation, or “no net loss” of acreage does not necessarily mean that there are no cumulative impacts. Recent guidance on cumulative impact assessment for Caltrans projects is available at http://www.dot.ca.gov/ser/cumulative_guidance/approach.htm.

Recommendations:

The FEA should provide a more complete assessment of cumulative impacts to resources of concern. Consult “Cumulative Impact Analysis: Approach and Guidance” at http://www.dot.ca.gov/ser/cumulative_guidance/approach.htm.

Construction Emissions

Construction emissions from the proposed project may result in human exposure to diesel exhaust, which includes particulate matter less than 2.5 microns in diameter (PM2.5). Older adults, people with heart and lung disease, and children are particularly sensitive to fine particle exposure. Given the well-known and adverse health effects for PM2.5 and diesel exhaust exposure, EPA strongly recommends that the FEA include mitigation measures for construction emissions.

We commend the FHWA for describing available dust control measures in the DEA and encourage FHWA to commit to these measures in the FEA

Recommendations:

Identify sensitive receptors in the project area, such as children, elderly, infirm, and athletes, and minimize impacts to these populations;

Include mitigation measures that detail how diesel emissions will be minimized for each phase of project construction. For example, require contractors to keep the equipment fine-tuned or use alternative fueled vehicles; and

Include a fugitive dust control plan.

Response: U.S. Environmental Protection Agency, Region IX (EPA)

Scope of Action

The proposed Route 101 Prunedale Improvement Project would not constrain the Federal Highway Administration in analyzing all reasonable alternatives for a future Route 101 Prunedale Freeway Project, nor would this current project prejudice selection of a least environmentally damaging practicable alternative. The improvements proposed by the Prunedale Improvement Project would be compatible with a six-lane widening of the existing Route 101, or with a new Route 101 “bypass” alignment that was proposed as part of the Prunedale Freeway Project.

Should funding become available for the freeway project, an environmental document would be required under the National Environmental Policy Act that would analyze a full range of alternatives.

Cumulative Impacts

It is recognized that cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. The analysis done is commensurate with the level of project impacts. While derived from the Prunedale Freeway Project, this project seeks only to improve safety and operations. It is a stand-alone project, has independent utility, and does not add highway capacity.

After a review of the cumulative impacts to natural resources for the Prunedale Improvement Project as described in the draft environmental document, it was determined that the cumulative impacts are individually and collectively minor (with consideration of past, present, and reasonably foreseeable future actions). A summary of that review has been added to Section 3.19 of the final environmental document.

Construction Emissions

Construction emissions are temporary. Caltrans would take all minimization measures that are listed in the Caltrans Standard Specifications to reduce particulate emissions, PM 2.5. Monterey Bay Unified Air Pollution Control District does not currently require a formal fugitive dust control plan in the Monterey area unless encounters with ultramafic rock or other naturally occurring asbestos are anticipated, which is not the case. Therefore, if a formal fugitive dust control plan is required in 2009 when construction begins, the contractor will be required to comply and follow the necessary measures.

Currently there are no laws or regulations that would permit Caltrans or the Federal Highway Administration to mandate alternative fuels or require fine-tuning of diesel fueled vehicles, or to ban the use of older equipment.

The contractor will be required to consult with the Monterey Bay Unified Air Pollution Control District should non-typical equipment such as portable generators or grinders be proposed for use.

Comment: U.S. Army Corps of Engineers (ACOE) in letter received June 3, 2005



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
333 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105-2197
MAY 31 2005

Regulatory Branch

SUBJECT: File Number 28346S

Kristen Merriman
California Department of Transportation
District 6
Environmental Planning Office
2015 E. Shields Avenue, Suite A-100
Fresno, California 93726-5428

Dear Kristen Merriman:

This letter is written in response to a request for comments on the Draft Environmental Impact Report/Environmental Assessment concerning the Prunedale Improvement Project on U.S. Route 101 as described in the notice from California Department of Transportation and Federal Highway Administration dated May 19, 2005. Your project is located near Santa Rita Creek, Tembladero Slough, Prunedale Creek, Pesante Canyon Creek, Vierra Canyon Creek and San Miguel Canyon Creek at Route 101 (post miles R91.2 to 100.4) north of the City of Salinas in Monterey County, California. Since this activity may involve placing fill in streams and wetlands and relocating portions of Prunedale Creek and; therefore, impact a water of the U.S., the Corps of Engineers will need to review those portions of your project.

All proposed discharges of dredged or fill material into waters of the United States must be authorized by the Corps of Engineers pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. Section 1344). Waters of the United States generally include tidal waters, lakes, ponds, rivers, streams (including intermittent streams), and wetlands.

Your proposed work appears to be within our jurisdiction and a permit may be required for your project. Application for Corps authorization should be made to this office using the application form in the enclosed pamphlet. To avoid delays it is essential that you enter the File Number at the top of this letter into Item No. 1 of the application. The application must include plans showing the location, extent and character of the proposed activity, prepared in accordance with the requirements contained in this pamphlet. You should note, in planning your project, that upon receipt of a properly completed application and plans, it may be necessary to advertise the proposed work by issuing a Public Notice for a period of 30 days.

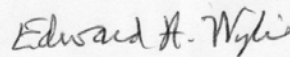
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Since an Individual Permit may be required, it will be necessary for you to demonstrate to the Corps that your proposed fill is necessary because there are no practicable alternatives, as outlined in the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines. A copy is enclosed to aid you in preparation of this alternative analysis. You are advised to refrain from starting your proposed activity until we complete our review of your application and issue you the required authorization. Commencement of work before you receive our notification will be interpreted as a violation of our regulations.

The Corps also suggests that you contact the appropriate Regional Water Quality Control Board and California Department of Fish and Game Office to ensure they review your project relative to their permitting requirements for activities that may impact aquatic resources.

Should you have any questions regarding this matter, please call John Yeakel of our Regulatory Branch at 415-977-8472. Please address all correspondence to the Regulatory Branch and refer to the File Number at the head of this letter.

Sincerely,



Edward A. Wylie
Chief, South Section
Regulatory Branch

Enclosures

Copy Furnished:

CA DFG, Yountville, CA
CA RWQCB, San Luis Obispo, CA

Response: U.S. Army Corps of Engineers

Application for Corps authorization will be made to your San Francisco District Office once the design is finalized.

Comment: California Clearinghouse and Planning Unit



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

July 6, 2005

Kristen Merriman
Department of Transportation, District 6
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726

Subject: Prunedale Improvement Project
SCH#: 2004091124

Dear Kristen Merriman:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 5, 2005, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report State Clearinghouse Data Base

SCH# 2004091124
Project Title Prunedale Improvement Project
Lead Agency Caltrans #6

Type EIR Draft EIR
Description The California Department of Transportation and the Federal Highway Administration, in cooperation with the Transportation Agency for Monterey County, proposes to construct a series of safety and operational improvements along State Route 101 north of the City of Salinas in Monterey County.

Lead Agency Contact

Name Kristen Merriman
Agency Department of Transportation, District 6
Phone (559) 243-8306 **Fax**
email
Address 2015 E. Shields Avenue, Suite 100
City Fresno **State** CA **Zip** 93726

Project Location

County Monterey
City
Region
Cross Streets On Route 101 between San Juan Road and Boronda Road
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways SR 101
Airports
Railways
Waterways
Schools N. Monterey County High
Land Use State Highway, Farmland, Businesses, Residential
 The proposed project is consistent with local land use plans.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Public Services; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 3; Department of Parks and Recreation; Native American Heritage Commission; Office of Emergency Services; Office of Historic Preservation; Department of Forestry and Fire Protection; Department of Fish and Game, Region 3; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 5; Air Resources Board, Transportation Projects; State Lands Commission

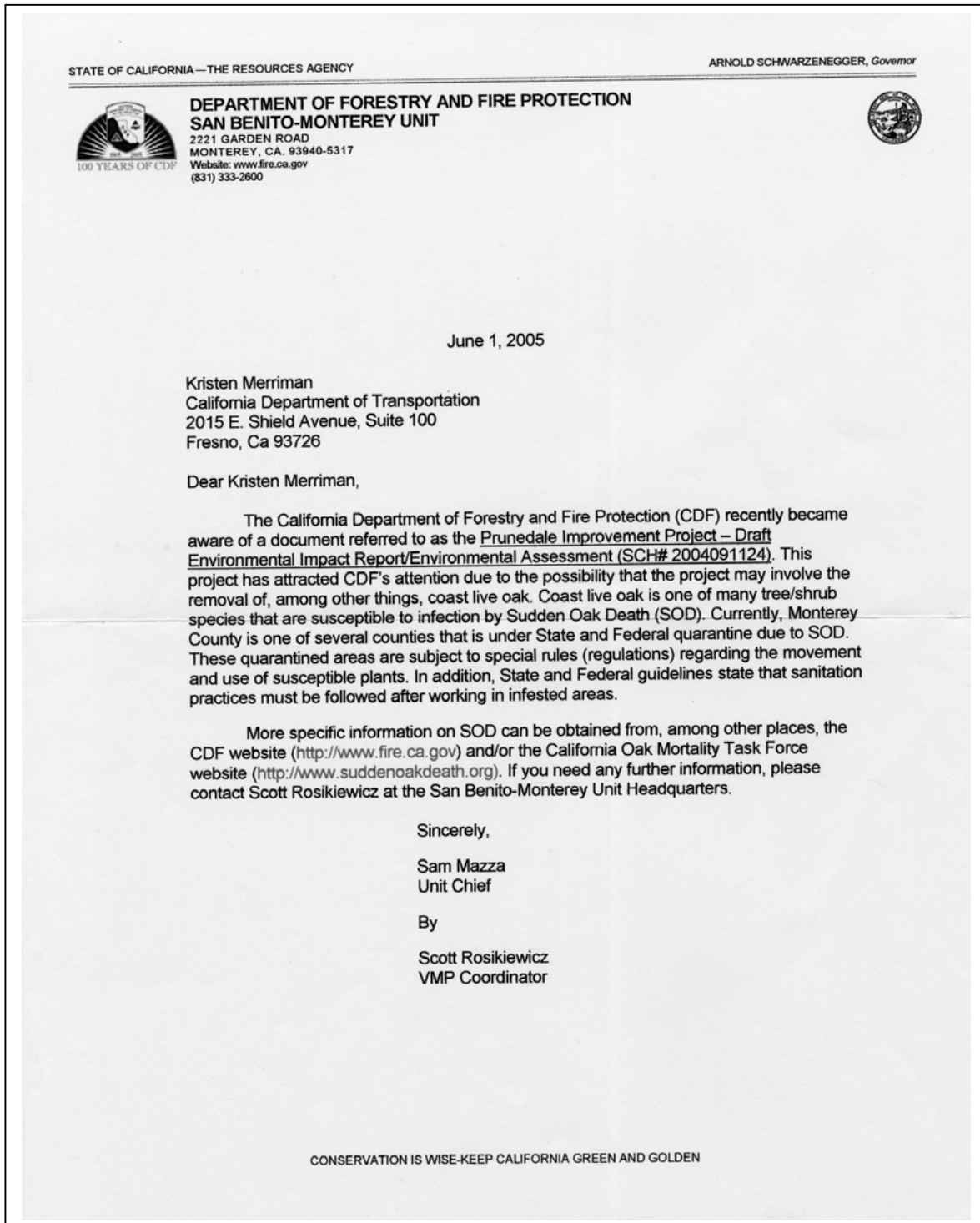
Date Received 05/20/2005 **Start of Review** 05/20/2005 **End of Review** 07/05/2005

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response: California Clearinghouse and Planning Unit

None required

Comment: California Department of Forestry and Fire Protection



Response: California Department of Forestry and Fire Protection

Appropriate contract language requiring the Contractor to follow all state and federal quarantine regulations restricting the removal, movement, or use of plants susceptible to diseases and infections such as Sudden Oak Death, Pine Pitch Canker, and others, will be included in the project specifications and special provisions. The specifications will:

1. Describe the detailed sanitation practices necessary and all vegetation disposal restrictions.
2. Require appropriate protections for plants to remain (e.g. infected plants would not be allowed to be used as mulch, etc).
3. Require inspection certificates and clearances from the County Agricultural Commissioner, as required by law, before any new plants are delivered from outside the county to the project site to protect the region from potential contamination and the spread of Sudden Oak Death or other diseases and pests.

New plants will be required to be grown in nurseries that have been inspected by the State Department of Food and Agriculture. In addition, notes from the District Landscape Architect, as well as brochures provided by the California Department of Forestry and Fire Protection and other agencies, will be included in the official Resident Engineer's Project File so that this issue is also verbally reviewed and discussed during the Pre-Job Meeting with the Contractor. This helps assure that the Contractor and his or her employees and subcontractors have a clear understanding of the problem and its remedies. Caltrans Project Inspectors will be responsible for seeing that the Contractor adheres to all restrictions and precautions.

Comment: California Department of Fish and Game in letter received June 15, 2005

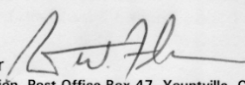
State of California



Memorandum

To: Ms. Kristen Merriman
California Department of Transportation
2015 E. Shield Avenue, Suite 100
Fresno, CA 93726

Date: June 14, 2005

From: Robert W. Floerke, Regional Manager 
Department of Fish and Game - Central Coast Region, Post Office Box 47, Yountville, California 94599

Subject: Prunedale Improvement Project Draft Environmental Impact Report/Environmental Assessment, Monterey County, SCH #2004091124

Department of Fish and Game (DFG) personnel have reviewed the Draft Environmental Impact Report/Environmental Assessment (EIR) for the Prunedale Improvement Project. The project is comprised of several smaller improvements designed to alleviate traffic congestion and improve highway safety on the stretch of Route 101 north of Boronda Road near Salinas to a section of the highway north of Echo Valley Road and south of San Juan Road.

The EIR indicates a variety of temporary and permanent impacts to sensitive species and communities if the proposed project is constructed. These species are:

<u>Species</u>	<u>Status</u>
California red-legged frog (<i>Rana aurora draytonii</i>)	FT
Monterey spineflower (<i>Chorizanthe pungens</i> var <i>pungens</i>)	FT, CNPS 1B
Pajaro manzanita (<i>Arctostaphylos pajaroensis</i>)	CNPS 1B

Oak woodlands (Sensitive plant community)
Central maritime chaparral (Sensitive plant community)
Wetlands (Sensitive community)

Monterey dusky-footed woodrat (<i>Neotoma fuscipes luciana</i>)	CSC
Yellow warbler (<i>Dendroica petechia brewsteri</i>)	CSC
Coopers hawk (<i>Accipiter cooperi</i>)	CSC
Southwestern pond turtle (<i>Emys marmorata pallida</i>)	CSC

FT-Federally listed as Threatened
CSC-California Species of Special Concern
CNPS 1B - California Native Plant Society - List 1B

The California Environmental Quality Act (CEQA) requires that project impacts be mitigated to a less than significant level. To achieve this, avoidance is the preferred strategy. Next would be local or on-site mitigation. Last would be off-site mitigation. The document indicates that many resource impacts can be minimized through avoidance by designating "Environmentally sensitive areas." The EIR does a good job at quantifying the amount of the various habitat types that could be impacted by the proposed project. It does a poor job describing where mitigation for these impacts would occur. On Page 110, Section 3.13.4 under Cumulative Impacts, it is stated the "impacts to Central Maritime Chaparral and Coast

Ms. Kristen Merriman

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June 14, 2005

Live Oak woodland would be fully mitigated with onsite restoration within the Caltrans right-of-way and offsite restoration, preservation and enhancement on these plant communities on state property." It is not clear in the EIR how much mitigation land is available on-site. Once that is better defined then the amount of off-site mitigation needed should also be defined and where and in what form that mitigation should take place. In discussions between Caltrans and DFG staffs earlier this year DFG indicated if there was not enough mitigation on-site that mitigation in the adjoining Elkhorn Slough watershed would be acceptable. The final EIR should contain an analysis of mitigation needs for all the species in question that is available on-site and also identify specific off-site projects that would be accomplished as well. Typically, mitigation for impacts to wetlands, oak woodlands and maritime chaparral requires a 3:1 mitigation ratio for permanent impacts to these habitats. Temporary impacts can be mitigated at a 1:1 ratio. Mitigation land should also be protected from future disturbance through a conservation easement.

For protection of California red-legged frog and Monterey spineflower, the EIR indicates that guidance in the form of a Biological Opinion from the U. S. Fish and Wildlife Service is being obtained and is required of all projects utilizing Federal funding.

Section 1602 of the Fish and Game Code requires any person or agency who proposes a project that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake or use materials from a streambed, to notify DFG before beginning the project. A Streambed Alteration Agreement (SAA) from DFG may be needed for this project. The applicant should contact DFG at (707) 944-5520 for an SAA package. You may also visit the DFG website at: <http://www.dfg.ca.gov/1600> for the notification package.

At this point the document is lacking in sufficient detail for us to determine if potential impacts can be mitigated to a less than significant level. Until this information is provided the document should be considered inadequate and should not be certified.

Finally, could you please adjust the distribution section of your mailing list to include the Central Coast Region office on future mailings. You have several DFG offices listed but ours is not one of them. Please refer to the mailing address listed above.

Thank you for the opportunity to comment on this project. If you have further questions, please contact Mr. Jeff Cann, Associate Wildlife Biologist, at (831) 649-7194; or Mr. Scott Wilson, Habitat Conservation Supervisor, at (707) 944-5584.

cc: Mr. David Pereksta
U. S. Fish and Wildlife Service
293 Portola Road, Suite B
Ventura, CA 93003-7726

State Clearinghouse

Response: Department of Fish and Game

Cumulative Impacts

Cumulative impacts for biological resources in the final environmental document have been consolidated in Section 3.19 of Volume I. All impacts to Central Maritime Chaparral and Coast Live Oak Woodland, as well as other biological impacts, will be mitigated offsite through the Elkhorn Slough Foundation at agreed upon ratios. Onsite revegetation with oaks and riparian species where appropriate will be made in addition to the offsite work and will not be “counted” as part of the mitigation package. Discussion of mitigation was modified in Sections 3.13.4, 3.14.4, and 3.15.4 of the final environmental document.

Offsite Mitigation

It is proposed that all mitigation for permanent impacts to listed plant and animal species, wetlands, other waters of the United States, oaks, and maritime chaparral be accomplished offsite in cooperation with the Elkhorn Slough Foundation. The Foundation, in its effort to preserve and restore the watershed of Elkhorn Slough, has targeted specific properties in its plan to recover the watershed via easement acquisitions or outright purchase. The Elkhorn Slough Foundation properties are located in close proximity to the Prunedale Improvement Project and offsite mitigation in cooperation with the Foundation will provide mitigation for project impacts that would otherwise be mitigated within isolated areas of land located within the Caltrans right-of-way.

The proposed all-in-one mitigation package would be designed with input from the California Department of Fish and Game, the United States Fish and Wildlife Service, the United States Army Corps of Engineers, the Elkhorn Slough Foundation, and Caltrans. The goal of the mitigation package will be to ensure that project construction results in a less than significant impact to biological resources and no net-loss for wetlands.

Caltrans has informally consulted with these agencies regarding the offsite mitigation proposal and has obtained unanimous support.

Onsite Mitigation

Preliminary calculations show 15 hectares (37 acres) to be available within the Caltrans right-of-way for mitigation purposes. That 15-hectare (37-acre) total, however, is split into 11 separate areas (the largest being 2.5 hectares [6.2 acres]) with reduced quality soils in cut or on fill. Compensation for impacts to biological resources and wetlands within the right-of-way is deemed as inferior to the offsite mitigation discussed above.

Minimization measures within the right-of-way would be limited to vegetation restoration.

Biological Opinion

A Biological Opinion has been issued by the U.S. Fish and Wildlife Service and enclosed in Volume I as Appendix F.


1602 Streambed Alteration Permit

It is acknowledged that a 1602 Streambed Alteration Permit would be required. This is included in the list of “Permits and Approvals Needed” on the last page in Chapter 2, Alternatives of Volume I.

Distribution List

The distribution list has been updated to include the Department of Fish and Game Office, Central Coast Region, Post Office Box 47, Yountville, California 94599.

Comment: Department of Conservation-Division of Land Resource Protection in letter received July 7, 2005

STATE OF CALIFORNIA, RESOURCES AGENCY	ARNOLD SCHWARZENEGGER, GOVERNOR
	DEPARTMENT OF CONSERVATION DIVISION OF LAND RESOURCE PROTECTION 801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814 PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEB SITE conservation.ca.gov
July 5, 2005	
Ms. Kristen Merriman California Department of Transportation 2015 E. Shield Avenue, Suite 100 Fresno, CA 93726	
Subject: Prunedale Improvement Project Route 101, Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) - SCH# 2004091124, Monterey County	
Dear Ms. Merriman:	
The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the DEIR/EA for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's impacts on agricultural land and resources.	
<u>Project Description</u>	
The project is a proposal to improve safety, intersecting local roadways and traffic flow along Route 101 north of the City of Salinas in Monterey County (County). The project proposes two new interchanges, improvements to an existing interchange, addition of a new local road over crossing and a new under crossing and median barriers at various locations. The project will convert 93 acres of farmland – 38.8 acres of prime and unique farmland and 5.6 acres of statewide or local importance farmland according to the Natural Resource Conservation Service (NRCS). Of the 38.8 acres of prime and unique farmland, 36.7 acres are enforceably restricted by Williamson Act contract involving five parcels according to the DEIR/EA.	
Based on the federal Farmland Conversion Impact Rating (FCIR) score of 138, the DEIR/EA has concluded that impacts on farmland would not be substantial (a score of 160 out of 260 would indicate substantial impact) and mitigation is not required.	
<hr/> <small><i>The Department of Conservation's mission is to protect Californians and their environment by: Protecting lives and property from earthquakes and landslides; Ensuring safe mining and oil and gas drilling; Conserving California's farmland; and Saving energy and resources through recycling.</i></small>	

Ms. Kristen Merriman
July 5, 2005
Page 2 of 3

Project Impacts on Agricultural Land

In Chapter 4, the DEIR/EA states that documentation has been prepared in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). However, the DEIR/EA uses the federal FCIR as a determinant of the level of significance of the project's agricultural impacts. Because CEQA recommends the use of the California Land Evaluation and Site Assessment (LESA) model, the Department recommends that the California Department of Transportation (Caltrans) use LESA for its analysis within the context of CEQA compliance.

It is not clear to the Department as to how many contracted acres are proposed for acquisition/conversion for the project. Section 3.3.3 on page 50 states that a total of 93 acres would be converted, of which 38.8 acres are prime and unique farmland. Of the 38.8 acres, 36.7 acres are under Williamson Act contract. Is this the total number of contracted acres to be converted and acquired? Are there additional contracted acres within the total of 93? We recommend clarification in the final document. In addition, we recommend a map of Williamson Act lands adjacent to and surrounding the project area and that the map designate whether the lands are prime or nonprime agricultural land according to Williamson Act definition in Government Code section 51201(c). This information should be available from the County. The Department is also available to assist. Finally, we recommend that the final document include a specific analysis of the premature termination of the involved contracts in terms of the public investment (property tax reductions and County subvention payments) in agricultural production and in terms of the threat of termination of adjacent contracts. Such an analysis is expected to accompany the California Environmental Quality Act Checklist and is not found in section 3.3.

The DEIR/EA does not appear to include an analysis of cumulative agricultural impacts. Section 3.2.4 speaks briefly in terms of growth inducement. The analysis of cumulative impacts is specifically defined and required by CEQA. Although the direct conversion of agricultural land may not be considered significant for this project alone, when considered in light of past, present and future projects, it may be considered to have a cumulatively significant impact. The Department recommends an analysis of cumulative impacts in the final document. Our Farmland Mapping and Monitoring Program's Conversion Tables may provide historical data for this analysis.

If it is determined in the final analysis that any farmland impacts are significant, the Department encourages the use of agricultural conservation easements as mitigation. Caltrans can purchase easements directly or through donation of in lieu fees to an agency specializing in their acquisition and stewardship. The ratio of mitigation should be a minimum of 1:1 for each acre converted, and the land should be of equal quality. Several lead agencies in California have found this type of mitigation to be feasible under CEQA. The Department may be contacted for assistance in this regard.

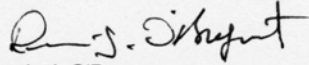
Ms. Kristen Merriman
July 5, 2005
Page 3 of 3

Williamson Act Lands

If Caltrans or any public agency proposes to acquire Williamson Act land for the subject project, it must notify the Department whenever it appears that the land may be required (Government Code section 51291(b)), and specific findings (section 51292) must be made. The property must be acquired in accordance with eminent domain law by eminent domain or in lieu of eminent domain in order to void the contract (section 51295). The public agency must consider the Department's comments prior to taking action on the acquisition. (Government Code section 51290 et seq.) We recommend discussion in the final DEIR/EA as to how the requirements will be met. However, notification must be submitted separately from the CEQA/NEPA process and documentation to the address noted below. See enclosed Notification Provisions.

Thank you for the opportunity to comment on this DEIR/EA. Pursuant to Public Resources Code §21092.5(a), the Department looks forward to receiving your response, including a copy of the final DEIR/EA. If you have questions on our comments or require technical assistance or information on agricultural land conservation, please contact Bob Blanford at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 327-2145.

Sincerely,



Dennis J. O'Bryant
Acting Assistant Director

Enclosure

cc: Scott Morgan, Project Analyst
State Clearinghouse

ACQUISITION NOTIFICATION PROVISIONS OF THE WILLIAMSON ACT

Notification provisions of the Williamson Act (Government Code Section 51291) require an agency to notify the Director of the Department of Conservation of the possible acquisition of Williamson Act contracted land for a public improvement. Such notification must occur when it **appears** that land enrolled in a Williamson Act contract may be required for a public use, is **acquired**, the original public improvement for the acquisition is **changed**, or the land acquired is **not used** for the public improvement. The local governing body responsible for the administration of the agricultural preserve must also be notified.

NOTIFICATION (Government Code Section 51291 (b))

The following information must be included in the notification correspondence.

1. The total number of acres of Williamson Act contracted land to be acquired and whether the land is considered prime agricultural land according to Government Code Section 51201.
2. The purpose for the acquisition and why the land was identified for acquisition. (If available, include documentation of eminent domain proceedings or a property appraisal and written offer in lieu of eminent domain per GC §§7267.1 and 7267.2 to void the contract per GC §51295; include a chronology of steps taken or planned to effect acquisition by eminent domain or in lieu of eminent domain.)
3. A description of where the parcel(s) is located.
4. Characteristics of adjacent land (urban development, Williamson Act, noncontract agricultural, etc.)
5. A vicinity map and a location map (may be the same as #8).
6. A copy of the contract(s) covering the land.
7. CEQA documents for the project.
8. **The findings required under GC §51292, documentation to support the findings and an explanation of the preliminary consideration of §51292.** (Include a map of the proposed site and an area of surrounding land identified by characteristics and large enough to help clarify that no other, noncontract land is reasonably feasible for the public improvement.)

ACQUISITION (Government Code Section 51291 (c))

The following information must be included in the notification when land within an agricultural preserve has been **acquired**. The notice must be forwarded to the Director within **10 working days** of the acquisition of the land. The notice must also include the following:

1. A general explanation of the decision to acquire the land, and why noncontracted land is not available for the public improvement.
2. Findings made pursuant to Government Code Section 51292, as amended.
3. If the information is different from that provided in the previous notice sent upon consideration of the land, a general description of the land, and a copy of the contract covering the land shall be included in the notice.

SIGNIFICANT CHANGE IN PUBLIC IMPROVEMENT (Government Code Section 51291 (d))

Once notice is given as required, if the public agency proposed any significant change in the public improvement, the Director must be notified of the **changes** before the project is completed.

LAND ACQUIRED IS NOT USED FOR PUBLIC IMPROVEMENT (Government Code Section 51295)

If the acquiring public agency does not use the land for the stated public improvement and plans to return it to private ownership, **before** returning the land to private ownership the Director must be notified of the action. **Additional requirements apply.** The mailing address for the Director is: **Debbie Sareeram, Interim Director, Department of Conservation, 801 K Street, MS 13-71, Sacramento, CA 95814; phone (916) 324-0850.**

(April 2002)

Response: Department of Conservation-Division of Land Resource Protection

Project Impact on Agricultural Land

The Farmland Conversion Impact Rating System used by the Natural Resources Conservation Service is the one adopted by the Federal Highway Administration to evaluate farmland impacts; and is the functional equivalent of the Land Evaluation and Site Assessment model. Use of the Land Evaluation and Site Assessment model is only a recommendation under the California Environmental Quality Act; it is not required for land evaluation and site assessment. The U.S. Department of Agriculture Farmland Conversion Impact Rating Form 1006 was completed and submitted to the Natural Resource Conservation Service.

Section 3.3 in Volume I was modified to include discussion of potential cumulative impacts to farmland. Farmland impacts are not substantial. A total of 37.64 hectares (93 acres) of farmland would be converted directly from current use to transportation use by this proposed project. The federal Farmland Conversion Impact Rating score is below 160. Scores over 160 require mitigation consideration. The acreage to be converted represents 0.0001 percent of the total county farmland.

Williamson Act Lands

Section 3.3 Farmlands/Agricultural Lands has been modified to include additional discussion of the Williamson Act contract land and analysis of the premature termination of the involved contracts in terms of public investment. The partial acquisition from parcels under Williamson Act contract will not reduce any parcel below the minimum size required to remain under contract. As suggested, a map has been included. Acreage indicated in the draft document (5 parcels) was incorrect; this has been corrected in Section 3.3 of the final environmental document.

Notification will be made to the Director of the Department of Conservation, with the necessary data, once we have project approval and it appears this land will be converted and taken out of Williamson Act Contract. In addition, notification will be submitted within 10 working days of acquisition.

Comment: City of Salinas in letter received June 27, 2005



City of Salinas

PUBLIC WORKS DEPARTMENT • 200 Lincoln Avenue • Salinas, California 93901 • (831) 758-7241

June 27, 2005

California Department of Transportation
District 6
Environmental Planning Office
2015 E. Shields Avenue, Suite A-100
Fresno, CA 93726-5428
ATTN: Kristen Merriman

PRUNEDALE IMPROVEMENT PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL ASSESSMENT

Dear Ms. Merriman:

Thank you for the opportunity to review and comment on the Prunedale Improvement Project Draft Environmental Impact Report/Environmental Assessment. The City supports this project, and the Development and Engineering Services Department is generally satisfied with captioned document. On behalf of said Department, I hereby submit the following comments.

1. Page 47, 1st bullet at the bottom of the page: Text should be revised to note "The Salinas General Plan identifies an 853-unit residential development located approximately five (5) miles southeast of the intersection of Boronda Road and US 101." This development will likely have limited impact on the US 101 corridor.
2. Page 70, Section 3.7.3.2, "Visual Compatibility": The City requests that landscape treatments be included with sound wall installations, and that said walls be textured to minimize graffiti potential; as depicted on Figure 3-16. Graffiti is an issue in the area, and measures to reduce or eliminate it will ensure that the sound walls will not detract from the aesthetics along this section of the US 101 corridor.

Again, thank you for the opportunity to review and comment on captioned document.

CITY OF SALINAS ,

ROBERT C. RUSSELL, P.E.
Deputy City Manager/City Engineer

Response: City of Salinas

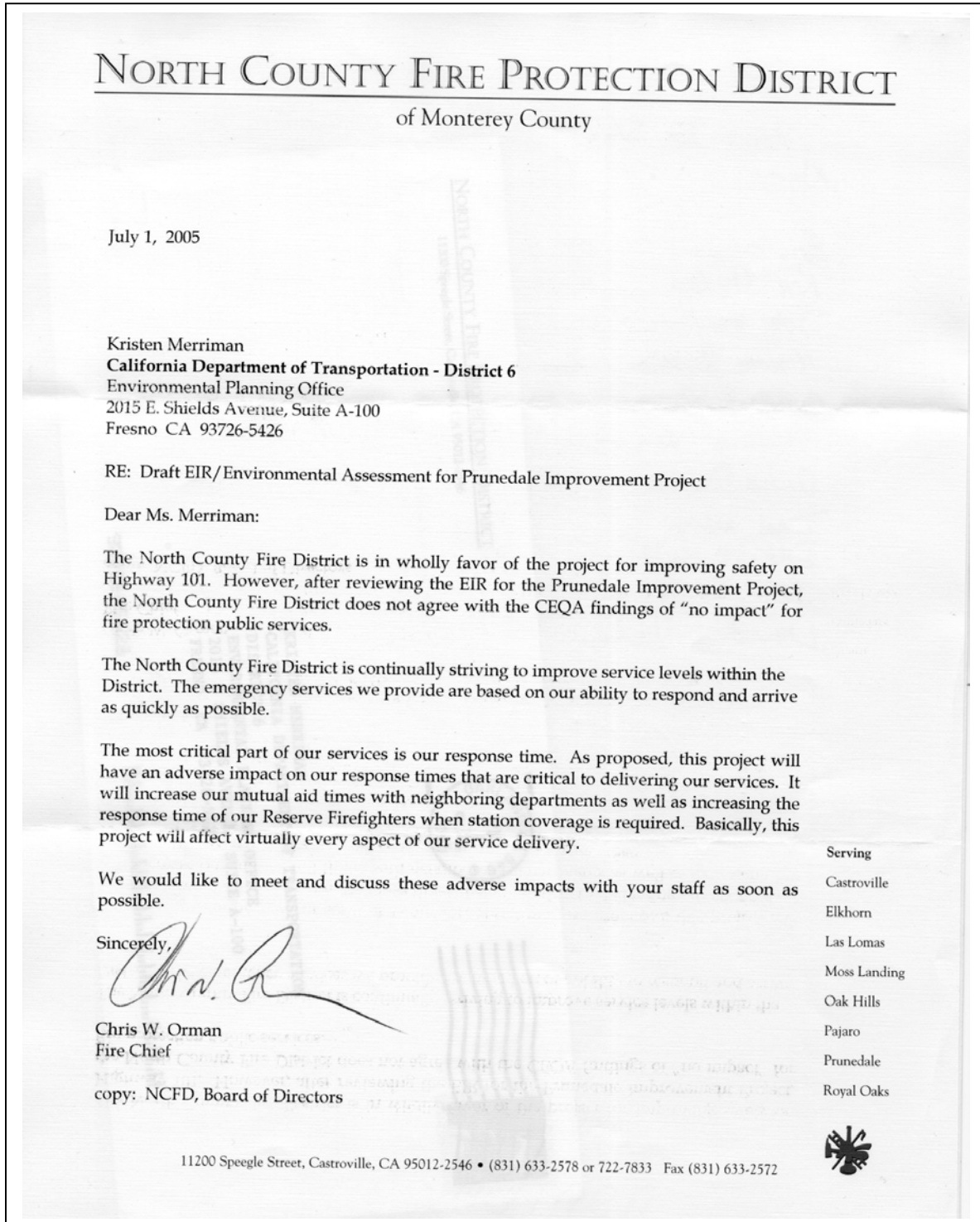
Page 47

Section 3.2.3 of the final environmental document has been changed to include the location of an 853-unit residential development in relation to the intersection of Boronda Road and Route 101. At this time it would be inappropriate to include a statement regarding the level of impact to Route 101, since that level is presently unknown.

Page 70

Caltrans proposes to texture all soundwalls, retaining walls, and road/bridge structures with the simulated fieldstone texture that was developed specifically to create a unified aesthetic theme in the Prunedale community. The texture has already been incorporated in the retaining wall on Route 101 between Reese Circle and Pesante Road; and on the new structures at the Route 101/156 interchange. Vines and shrubs will be planted on and in front of walls. Shrubs and trees will be planted adjacent to Route 101. An anti-graffiti coating will also be applied to walls to aid in any needed graffiti removal until those plants have matured to a deterrent size. This anti-graffiti coating is only protective per application, it has to be reapplied when any graffiti is removed, since the coating will wash off with it.

Comment: North County Fire Protection District of Monterey County in letter received July 2, 2005



Response: North County Fire Protection District

A meeting was held with the North County Fire Protection District (District) and the California Highway Patrol on September 24, 2003 to discuss concerns emergency service providers anticipated with the proposed Prunedale Improvement Project. At that time, Caltrans understood the District to favor the proposed elimination of all left turns across Route 101 and the greater safety that would provide. Until receipt of the District's comments on the draft environmental document, Caltrans understood the District to have concluded that any increase in response times due to out-of-direction travel would be balanced by fewer delays crossing heavy highway traffic and safer travel for emergency vehicles.

Caltrans met with the Fire District again on July 22, 2005 and will continue to coordinate with the District to address its concerns.

The final environmental document has been changed to reflect the North County Fire Protection District's statements regarding impacts to emergency services.

Comment: Monterey County Department of Public Works in letter received July 7, 2005

MONTEREY COUNTY

DEPARTMENT OF PUBLIC WORKS

168 W. Alisal St., 2nd Floor, Salinas, CA 93901-2680 • (831) 755-4800 • FAX (831) 755-4958

Ronald J. Lundquist, P.E., Interim Public Works Director



JULY 7, 2005

Via e-mail: Kristen_Merriman@dot.ca.gov

KRISTEN MERRIMAN
CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 6
ENVIRONMENTAL PLANNING OFFICE
2015 E SHIELDS AVE STE A-100
FRESNO CA 93726-5428

**SUBJECT: PRUNEDALE IMPROVEMENT PROJECT DRAFT ENVIRONMENTAL IMPACT
REPORT/ENVIRONMENTAL ASSESSMENT**

Thank you for the opportunity to review and comment on the *Prunedale Improvement Project Draft Environmental Impact Report/Environmental Assessment*. As the Public Works Department for Monterey County, our main concerns pertain to the traffic impacts on Harrison Road.

The project proposes a new highway interchange north of Russell Road and a new local road connecting this interchange with Harrison Road as well as improvements along Harrison Road at their intersection. Second, a new Russell Road/Espinosa Road undercrossing connecting these two roads, and the elimination of access to Route 101 at this location is proposed. This new undercrossing/Route 101-access removal includes improvements to the Harrison Road leg of the Harrison Road/North Main Street/Russell Road intersection.

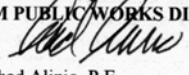
Because highway access at Russell Road would be relocated to the new interchange, vehicles currently utilizing this highway on/off-ramp potentially would be redirected onto Harrison Road to access the new interchange. Consequently, Harrison Road would become the only road available between the new interchange and the North Salinas area. Harrison Road is a rural two-lane road intended to serve local residences and area businesses. Public Works is concerned that Harrison Road, in its present condition, could not sufficiently accommodate the additional traffic between the new interchange and the North Salinas area. Accordingly, street improvements along Harrison Road should be extended from the new interchange to Russell Road to provide a consistent street section and ensure corridor continuity along this segment. Continuing the improvements identified at the new/revised intersections of Harrison Road would improve road conditions and enhance safety by providing standard-width lanes and shoulders. Moreover, an improved roadway would provide opportunities to extend pedestrian and bicycle access from the Russell Road/Espinosa Road and North Salinas areas to Harrison Road/Martinez Road neighborhood businesses and residences.

Thank you for taking our comments into consideration. Should you have any further questions regarding this matter, please feel free to call me at (831)755-4937.

Sincerely,

RONALD J. LUNDQUIST, P.E.
INTERIM PUBLIC WORKS DIRECTOR

By


Chad Alinio, P.E.
Transportation Engineer

CA:reh

Central File: California Department of Transportation/Prunedale Improvement Project
2006Alinio/0705PIPDERCommentsltr

Response: Monterey County Department of Public Works

Caltrans agrees that the Prunedale Improvement Project, when implemented, would increase traffic on Harrison Road. On the basis of our analysis however, Harrison Road would accommodate both redirected traffic resulting from this project, as well as additional future traffic from the proposed Rancho San Juan. Discussion on this topic has been added to Section 3.6.3 of Volume I of this final environmental document.

Caltrans and the Monterey County Department of Public Works, as members of the project development team, have evaluated which local road improvements are necessary to the successful delivery of the Prunedale Improvement Project. Limited funding has forced the project development team to adhere to the original scope of the project as much as possible, although elements considered necessary by the team have been added throughout the process. At this point, no additional funding is available to add improvements to Harrison Road.

Comment: Monterey Bay Unified Air Pollution Control District in letter received July 15, 2005



MONTEREY BAY

Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

July 14, 2005

Ms. Kristen Merriman
Associate Environmental Planner
California Department of Transportation
2015 Shields, Suite A-100
Fresno, CA 93726-5428

SUBJECT: MND FOR PRUNEDALE IMPROVEMENT PROJECT

Dear Ms. Merriman:

Staff has reviewed the referenced document and has the following comments:

1. **Consistency Determination / Conformity Determination**
Though Section 3.11.1.1 does not conclusively state that the project was included in an approved 2005 Monterey County Regional Transportation Plan or Federal Transportation Improvement Plan, subsequent approval of both plans resolves the issue of conformity.
2. **Quantification of VOC and NO_x Emissions Not Accommodated in the AQMP**
If anything other than typical construction equipment is planned to be used, the District should be consulted. Please refer to the last sentence of page 5-2 of the District's CEQA Air Quality Guidelines.
3. **Mitigation Measures**
Should any significant air quality impacts be identified, mitigation measures should be developed to reduce impacts below levels of significance.
4. **P. 6. Future Traffic and Operational Conditions**
Air quality planning for Monterey, Santa Cruz and San Benito Counties is managed by the Monterey Bay Unified Air Pollution Control District, not the Association of Monterey Bay Area Governments.

DISTRICT BOARD MEMBERS

CHAIR:
Lou Calcagno
Monterey County

VICE CHAIR:
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County

Anna Caballero
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King City

Dennis Norton
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Ellen Pirie
Santa Cruz
County

Jerry Smith
Monterey County

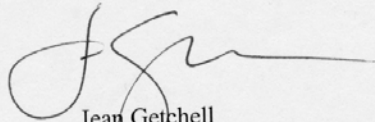
5. **PP. 90-91. Section 3.11.1: Regulatory Setting**
Air quality standards are set for the concentration of pollutants in the air, rather than the quantity of pollutants. In the North Central Coast Air Basin ozone is the only pollutant for which a Transportation Conformity finding is required.
6. **P. 92. Table 3-7 Air Quality**
This table should be revised to reflect Table 3-1 (Ambient Air Quality Standards), which is found on page 3-2, and Table 6-1 (Attainment Status of the North Central Coast Air Basin), which is found on page 6-4 of the District's CEQA Air Quality Guidelines. One recent revision is not reflected in Table 6-1 and should be added: The District is in "Attainment" status for PM_{2.5} (for State and federal standards).
7. **P. 93. Section 3.11.3 Impacts.**
This entire section of the MND should be rewritten to indicate that the Regional Transportation Plan and Metropolitan Transportation Plan address only ozone, and not CO or PM10.
8. **Construction or Alteration of Facility Within ¼ Mile of School**
Section 21151.4 of the Public Resources Code specifies that "...a negative declaration shall not be approved for any project involving the construction or alteration of a facility within ¼ mile of a school that might reasonably be anticipated to emit hazardous air emissions...unless the lead agency has consulted with the school district...and the school district has been given written notification of the project..." The Prunedale Christian Academy is located at 8145 Prunedale North in Prunedale, The Prunedale School is located at 17719 Pesante Road in Salinas, and The Liberty Family Academy is located at 8515 Prunedale North in Prunedale. All three schools appear to be within one quarter mile of the project.
The District's September 24, 2004 letter in response to the NOP (attached for your reference) specified that a diesel risk assessment might be needed to determine exposure of sensitive receptors to diesel exhaust during construction. No assessment is included in the MND, and the presence of the three schools further suggests that one be done. Please contact the school district regarding the project.

9. Page 93. The discussion of cumulative impacts should eliminate reference to CO levels. The document relies on a Transportation Conformity finding for this conclusion. Cumulative impact should reference only the federal ozone standard.
10. Page 94. Reference is made to District regulations to control dust emissions from human activities. The District does not have regulations related to PM₁₀ construction emissions.
11. The MND should note that the proposed project emissions are within the mobile source emission forecasts in the District's Air Quality Management Plan and, thus, would not have a significant project level and cumulative level impact on the State ozone standard.

This comment letter is being sent before the July 21 deadline, in accord with the time extension specified in your June 28 email to me.

Thank you for the opportunity to review the project. Please do not hesitate to call if you have questions.

Sincerely,



Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

Attachments: District's September 24, 2004 Letter
Maps of Three School Sites

cc: David Craft, Engineering Division
AMBAG

Response: Monterey Bay Unified Air Pollution Control District

Consistency Determination/Conformity Determination

As of June 15, 2005, Monterey Bay region is no longer subject to air quality conformity determinations. Although the draft Environmental Impact Report/Environmental Assessment text was incorrect, the 2005 Monterey County Regional Transportation Plan was not required to have air quality conformity findings, even in May 2005 when the draft was published. Those findings were reserved for both the Monterey Bay region Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program, which, by subset, includes Monterey County projects. The most recent finding of air quality conformity made by the Association of Monterey Bay Area Governments was for the 2005 Metropolitan Transportation Plan adopted June 8, 2005 and submitted to the Federal Highway Administration and the Federal Transit Administration later that month for their information. This proposed project is included in that plan.

VOC and No_x Emissions

Currently no equipment other than typical equipment (dump trucks, scrapers, bulldozers, compactors, and front-end loaders) is expected to be used. The District will be consulted regarding emissions (ozone) from non-typical equipment (grinders and portable equipment).

Mitigation Measures

Comment noted.

P.6. Future Traffic and Operational Conditions

It is our understanding that the Monterey Bay Unified Air Pollution Control District shares responsibility with the Association of Monterey Bay Area Governments for air quality planning for Monterey, Santa Cruz, and San Benito counties. Page 6 and Section 3.11.3 of Volume I have been clarified to reflect that understanding.

PP. 90-91. Section 3.11.1: Regulatory Setting

Suggested changes were made to Section 3.11 Air Quality.

P. 92 Table 3-7 Air Quality

Suggested changes were made to Section 3.11 Air Quality.

P.93 Section 3.11.3 Impacts

Suggested changes were made to Section 3.11 Air Quality.

Construction or Alteration of Facility within ¼ Mile of School

This notification is not required because Section 21151.4 of the Public Resources Code is not applicable. Section 21151.4 applies to a project emitting hazardous air emissions, or handling an extremely hazardous substance or mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code. Section 25532 is part of the State Hazardous Substance Account Act, which is related to the management of hazardous waste, not air toxins.

For air toxins (such as diesel emissions) to be subject to Section 21151.4, thresholds must be established and included in Section 25532 of the Health and Safety Code. Without those established thresholds, diesel risk assessments cannot be conducted. The U.S. Environmental Protection Agency has yet to establish air quality standards or guidelines for assessing the project level effects of mobile air toxins. Such limitations make the study of mobile air toxic concentrations, exposures, and health impacts difficult and uncertain, especially on a quantitative basis. Caltrans does recognize the Air District's concern for potential exposure of sensitive receptors to diesel exhaust during construction. Additional text discussing this topic has been added to the final environmental document in the Air Quality section.

An operational Hot Spot project level analysis is not required since the project is located in an area of Attainment/Unclassified for the federal carbon monoxide standard and Unclassified for the federal particulate matter (PM_{2.5}) standard. At present there is no legislation or adopted regulations requiring conditions on construction equipment.

Prior to construction, planned to begin May 2009, public outreach is planned to notify the community/schools/general public of the anticipated delays, noise, staging of construction, work areas, and other components of construction planned to continue through May 2012. The schools that are within the general project area will be notified along with the rest of the property owners and businesses in the area.

Page 93

Suggested changes were made to Section 3.11 Air Quality.

Page 94

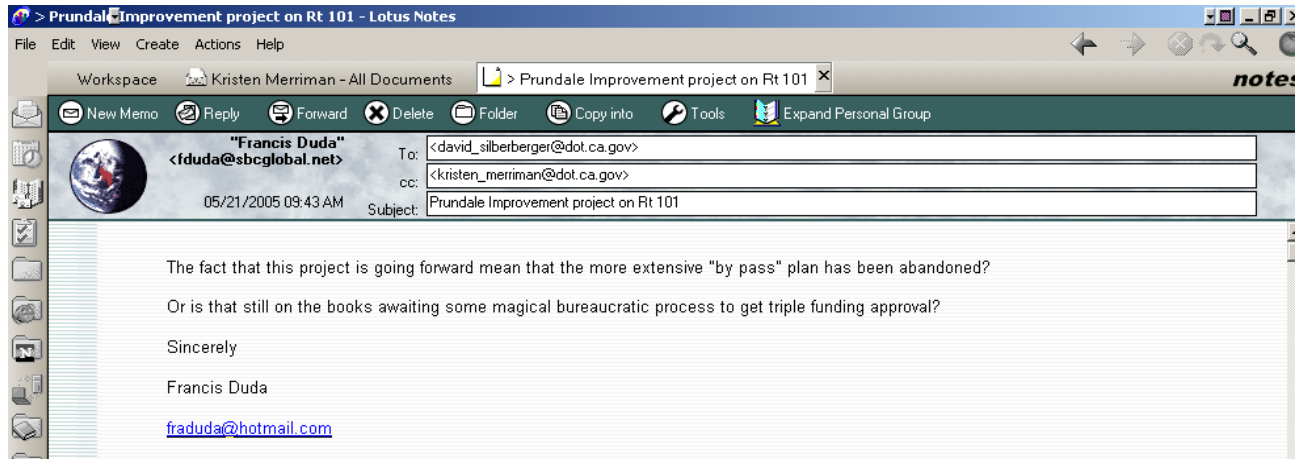
Suggested changes were made to Section 3.11 Air Quality.

Impacts of mobile source emissions

This statement is not appropriate to include in the document since no project level ozone analysis has been conducted. Analysis is not possible.

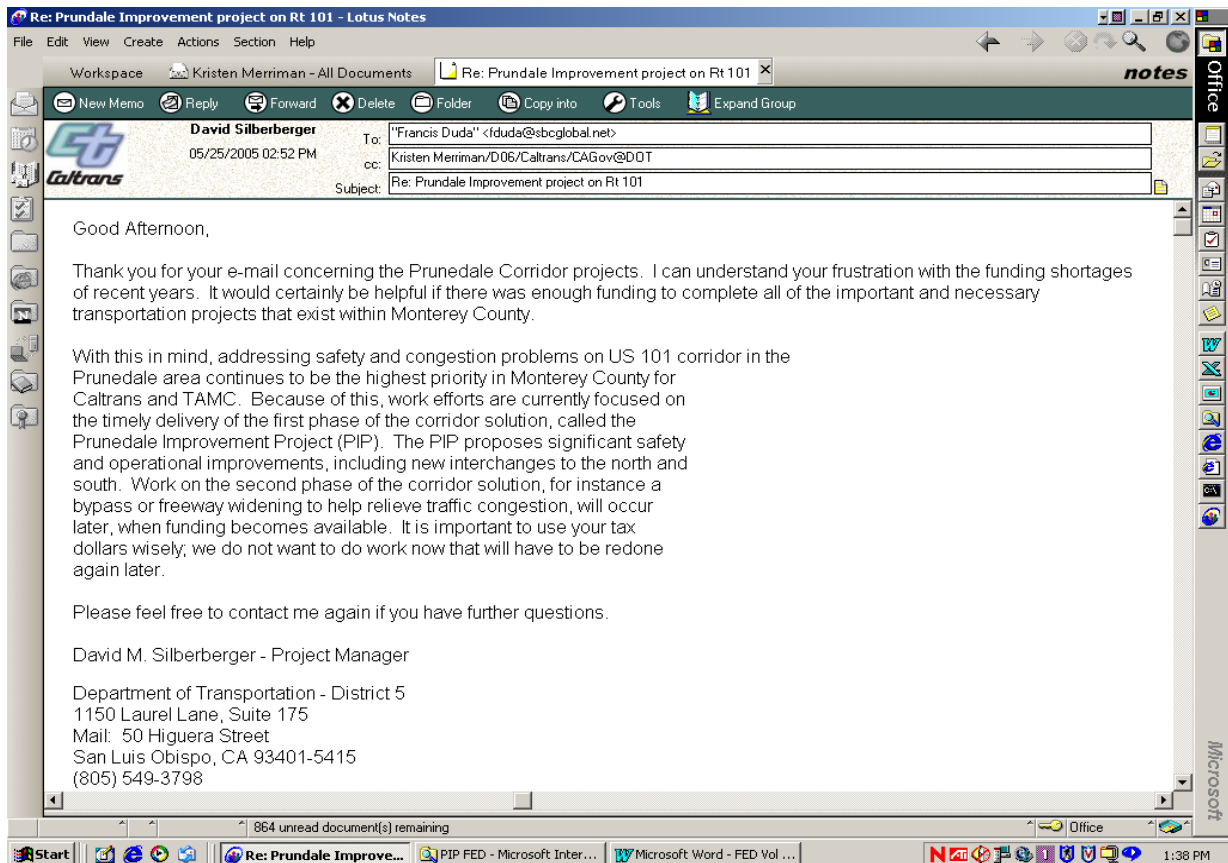
Private Individuals

Comment: Francis Duda in email received May 21. 2005

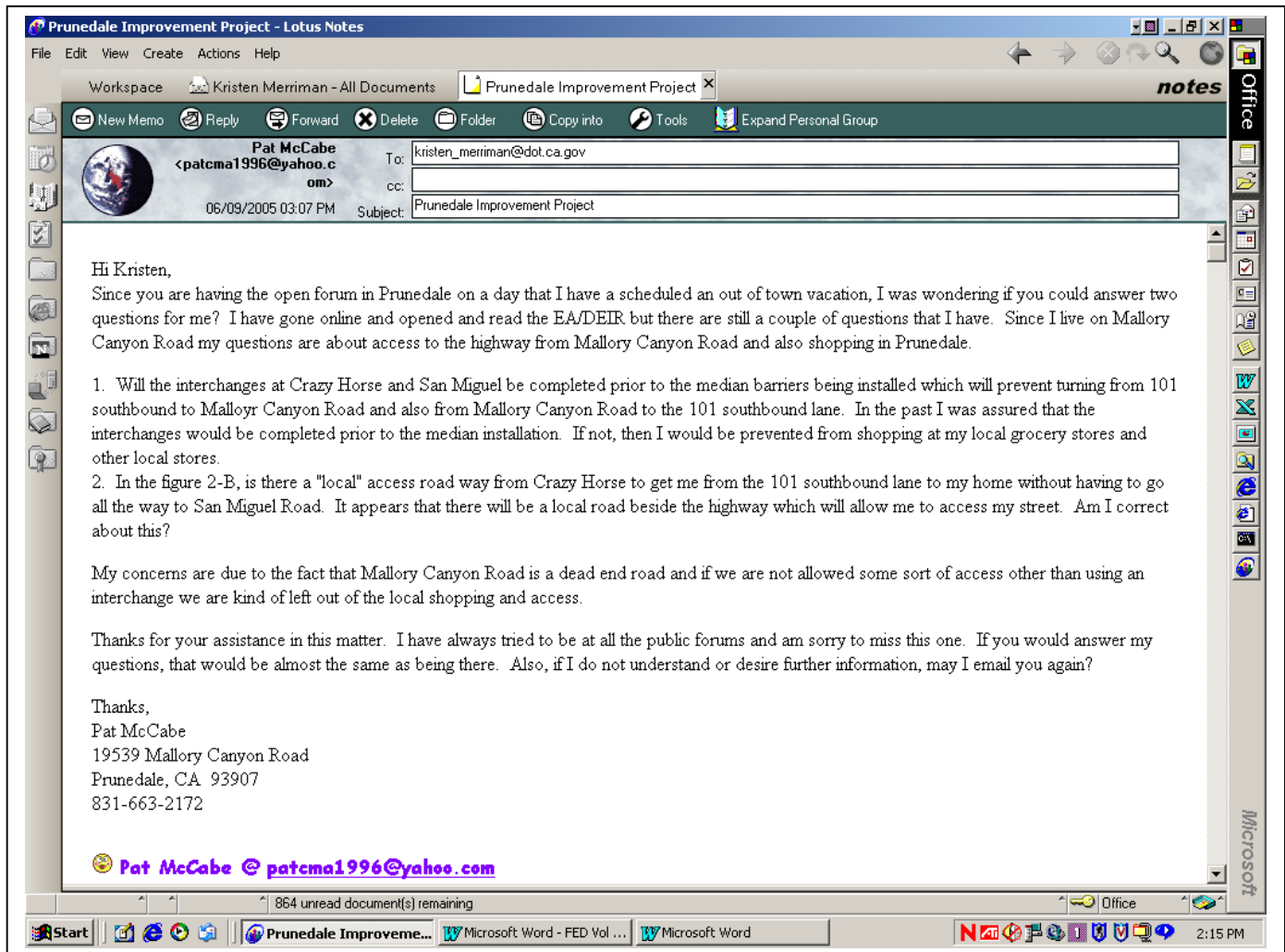


Response: Francis Duda

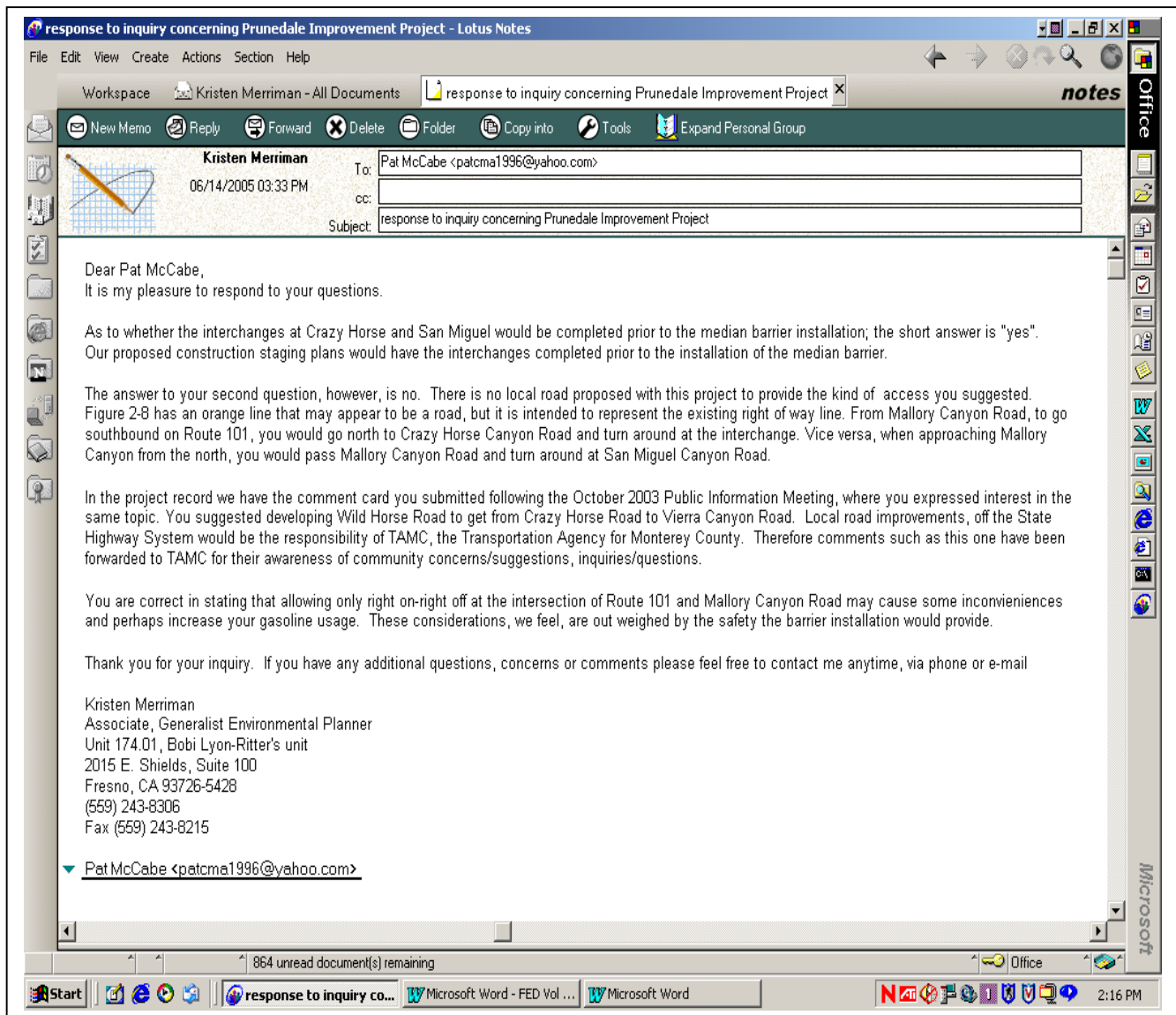
As you clearly recognize, funding for the larger Prunedale Freeway Project is a challenge. The Prunedale Freeway Project, which includes the bypass as an alternative, has not been abandoned and has been identified as the next phase of improvements to Route 101 in the Prunedale area.



Comment: Pat McCabe in email received June 9, 2005

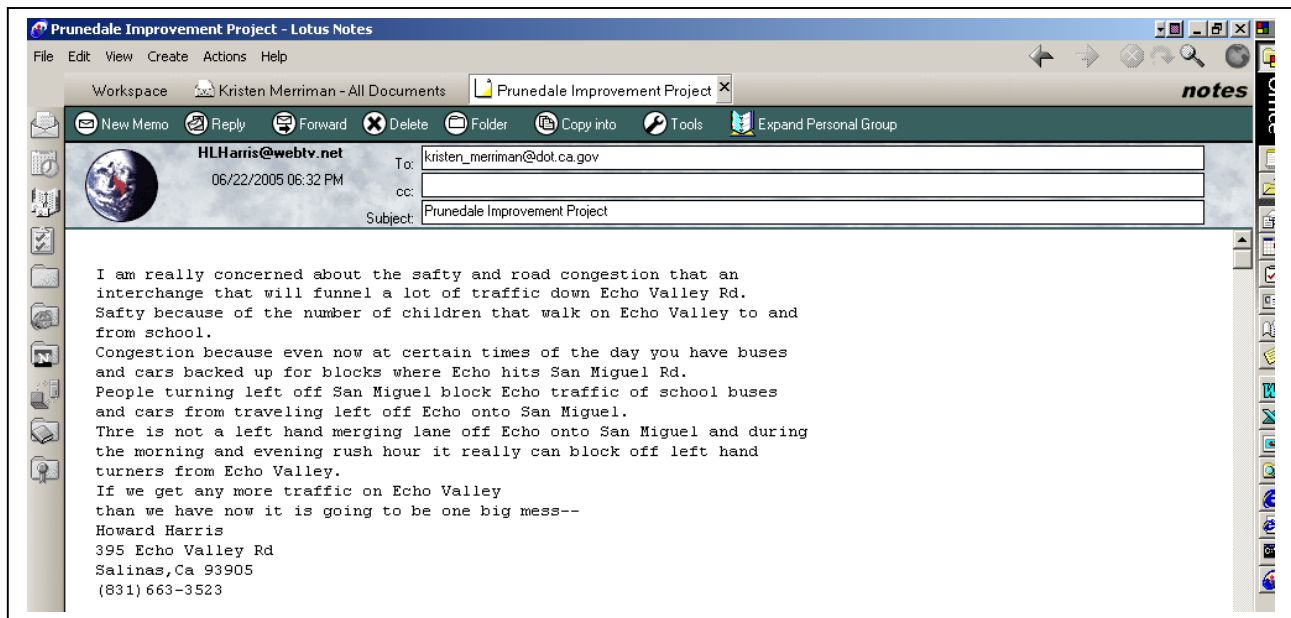


Response: Pat McCabe



Correction to response sent 6/14/05 (displayed above): Local road improvements such as you suggest (developing Wild Horse Road to go from Crazy Horse Road to Vierra Canyon Road) would need to be handled by Monterey County Department of Public Works.

Comment: Howard Harris in email received June 22, 2005




Response: Howard Harris

The traffic model does not show a substantial increase in traffic on Echo Valley Road in the vicinity of Route 101. Traffic on Echo Valley is currently much higher west of Tustin Road than to the east. Because the Crazy Horse interchange will provide an alternate route for residents to get onto Route 101 without using San Miguel Road, traffic may actually decrease on Echo Valley Road near San Miguel Road.

You should contact the County to ask about any improvements planned near the intersection of San Miguel Road and Echo Valley Road.

Comment: Robert Wesenberg on Comment Card received June 23, 2005



Comment Card

NAME: Robert Wesenberg

ADDRESS: 1224 Lowell CITY: Seaside ZIP: 93955

REPRESENTING: ME

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner



I would like the following comments filed in the record (please print):

maps of DRP wants us to
send copies of PIP
aerial plan set to him
cek.

How Did You Hear About This Meeting?

☐ newspaper/public notice ☐ newsletter/mailler ☒ notice on website ☐ word of mouth

☐ other: _____





Please respond by July 7, 2005

Response: Robert Wesenberg

A letter was mailed to you on August 11, 2005 with project information and background. The letter stated that mapping would be sent when you were able to provide a specific property or area of interest.

Comment: Carlos Ramos on Comment Card received June 23, 2005



Comment Card

NAME: Carlos Ramos

ADDRESS: Po Box 2645 CITY: Chemer, CA ZIP: 93921

REPRESENTING: Ramos Cordova Strategy Group

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

I would like the following comments filed in the record (please print):





Comment: "This improvement project is long
OVER DUE. THANK you for reaching
out into the community to address
THE CONDOMS of Monterey County
RESIDENTS, SUCH AS MYSELF."

* REQUEST: copy of TRAFFIC Study, if
AVAILABLE.

How Did You Hear About This Meeting?

☒ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☒ word of mouth

☐ other: _____

  Please respond by July 7, 2005  

Response: Carlos Ramos

Your approval of the Prunedale Improvement Project is noted. A copy of the traffic study was mailed to you.

Comment: Dean and Barbara Sims on note in Comment Card received June 23, 2005


OUR QUESTIONS ARE IN REGARDS TO THE PRIVATE ROADS THAT ACCESS ONTO HIGHWAY 101 FROM THE EAST SIDE OF THE HIGHWAY. OUR ROAD IS NOT SHOWN ON YOUR MAPS THAT WE RECENTLY PREVIEWED. IS THERE A REASON? WE ARE LOCATED APPROXIMATELY HALF WAY BETWEEN SAN MIGUEL CANYON ROAD AND CRAZY HORSE CANYON ROAD. BEATRICE DRIVE WHICH IS JUST TO THE NORTH OF OUR ROAD (VICTORIA LANE) WAS NOTED ON THE MAP AND IT LOOKS AS THOUGH CALTRANS PLANS TO CUL-DE-SAC OUR ROAD AT THE HIGHWAY AND TAKE OUR TRAFFIC OUT EITHER BEATRICE OR VIERRA CANYON. NO ONE HAS APPROACHED US OR OUR NEIGHBORS REGARDING ANY CHANGES THAT ARE POSSIBLY BEING CONSIDERED. THANK YOU.
DEAN AND BARBARA SIMS

18737 Victoria Lane 93907

Response: Dean and Barbara Sims

The Victoria Lane access to Route 101 will remain open.

**Comment: Michael and Rosalinda McNamara on Comment Cards
received June 23, 2005**





Comment Card

NAME: Mike McNamara
ADDRESS: 19057 Oak Heights Dr CITY: Salinas ZIP: 93907
REPRESENTING: Self Homeowner



Do you wish to be added to the project mailing list? ☒ YES ☐ NO
Please drop comments in the Comment Box or
Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

I would like the following comments filed in the record (please print):
Suggest Emergency Access Road From Oak Heights
To The New Echo Valley Road be the primary means for
Access out of community and only develop Mono Road connection
As an emergency access gated road. This will greatly reduce the
distance and travel time out of the community as well as
save money buying out homes associated with the development
of both the ramp and Mono Rd extension.

How Did You Hear About This Meeting?
☐ newspaper/public notice ☒ newsletter/mailer ☐ notice on website ☐ word of mouth
☐ other: _____



Please respond by July 7, 2005





Comment Card

NAME: Michael & Rosalinda McNamara
 ADDRESS: 19057 Oak Heights Drive CITY: Salinas ZIP: 93907
 REPRESENTING: Owners

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
 2015 E. Shields, Suite 100
 Fresno, CA 93726
 Attn: Kristen Merriman
 Environmental Planner

I would like the following comments filed in the record (please print):

Our property is currently on the Marra Road extension. Our home (new and not on your maps) is on the right of way. Request an early look at what your requirements are, especially if you need to take part of the property to include house. We built this home as far back as county would let us knowing of the early plans and we want to work with you so you do not have to take/buy our 4300 sq ft custom home.

How Did You Hear About This Meeting?

☐ newspaper/public notice ☒ newsletter/mailer ☐ notice on website ☐ word of mouth
☐ other: _____



Please respond by July 7, 2005



Response: Michael and Rosalinda McNamara


Several years ago Caltrans was asked not to open traffic on Oak Heights Drive (a private road) to the general public. Consistent with that position of maintaining privacy, while also fulfilling emergency services needs, Caltrans' staff designed a new, gated access road connecting Shady Drive and Oak Heights Drive with Echo Valley Road, available for emergency purposes and personnel only. To make this road available to residential traffic, as you suggest, would require another residential relocation and additional impacts to other residents, and the roadway would serve only a limited number of people on Shady and Oak Heights drives. The additional impact and cost would not constitute the greatest public good with the least private injury and would, therefore, not be justified.

Yes, out-of-direction travel would be required for travelers leaving the Oak Heights area to go northbound on Route 101. Southbound traffic would drive on Moro to Tustin Road (approximately 1 mile) and access Route 101 without out-of-direction travel. If headed northbound on Route 101, travelers would drive south on Moro Road to the San Miguel Canyon interchange to enter northbound Route 101, or use Tustin to enter southbound traffic on Route 101 and exit at the San Miguel Canyon interchange to reverse direction. This would be approximately 4 miles of out-of-direction travel—2 miles to access San Miguel via Moro and 2 miles back north on Route 101 to reach the point of origin.

The Moro Road extension would require a portion of your parcel at 19027 Oak Heights Drive (125-341-026). At this time it looks as if the proposed right-of-way line for the extension, but not the pavement, would just touch your house.

The map you requested was mailed on August 31, 2005.

Comment: Heller Chappel on Comment Card received June 23, 2005



Comment Card

NAME: Heller Chappel

ADDRESS: 1180 Marilyn lane CITY: Aromas ZIP: 95004

REPRESENTING: _____

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner



I would like the following comments filed in the record (please print):

I am saddened that the Dunbarton/san
Juan Road is not on this project. There
is a "life flight" helicopter by the Red
Barn nearly every Sunday. We are
afraid to leave our homes on Sundays.



How Did You Hear About This Meeting?

☐ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth

☒ other: AM 1080


Please respond by July 7, 2005

Response: Heller Chappel

Your concern about safety near the “Red Barn” is noted. Throughout the Route 101 corridor there are areas where need for improvement has been identified; this is one such location. A proposed interchange between Dunbarton Road and the San Benito county line is currently in the planning stage. As funding becomes available, projects will be developed to address those needs.

Comment: Mary Arnold on Comment Card received June 23, 2005



Comment Card

NAME: Mary Arnold

ADDRESS: 9835 Rolling Meadows Lane CITY: Kalmar ZIP: 93407

REPRESENTING: _____

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

I would like the following comments filed in the record (please print):



① Improve signs for truckers looking for coolers on Blackie Rd
in Coatsville. They enter from 101 onto Blackie then
see the not recommended for 18 wheelers sign, and attempt
to turn around at Blackie & Prunedale South. They
need to know to get on Blackie from 156 to 183.??

② Widen & improve Prunedale South - center divider lanes
still looks & feels like a quiet country road - but is
becoming a major thoroughfare - But still has children
playing in the street.!!)



How Did You Hear About This Meeting?

☐ newspaper/public notice ☒ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: _____


Please respond by July 7, 2005

Response: Mary Arnold

Signage will be determined towards the end of the final design phase (Project Specification and Estimates). Your suggestion will be taken into consideration at that time. Widening Prunedale South is unfortunately outside the scope of this project, as are many other excellent suggestions for local road improvements.

Comment: Skip Long on Comment Card received June 23, 2005



ROUTE 156 WEST

Monterey County

CORRIDOR PROJECT

Input /questions concerning the Route 156 West Corridor Project

Name Skip Long

Address 17902 Pesante Rd Prunedale Phone # 831-663-2760

Ca 93907

Why Put a Road In and TAKE Homes
out when they have a Road already there,
Just Complete It.

☐ I would like to be added to the mailing list

In a phone conversation on August 23, 2005, Skip Cole clarified the statement “they have a road already.” He was referring to the private cul-de-sac coming south off Pesante Road (Morning Mist Way) just east of where Pollock Lane connects with Pesante Road, which could be used in combination with the new road through the empty field to connect to Cross Road. He indicated this may reduce impacts and save taxpayer money.

Response: Skip Long

The location of the Pollock Lane extension was established to do the following:


- Provide Orchard Lane traffic access out of what is proposed to be a dead end street (cul-de-sac near Route 101).
- Line-up with the existing Pollock Lane to provide one intersection at Pesante Road rather than two.
- Minimize costs and impacts to natural resources and residents.

To use Morning Mist Way for the first segment of this road alignment would require the following to be done:

- Morning Mist be widened to meet county standards, impacting homes on one side or both sides.
- Orchard Lane and Cross Road be extended further east to reach this alignment.

In the end, it is unlikely that any savings would be achieved.

Comment: Nina Draper Taylor on Comment Card received June 23, 2005



Comment Card

NAME: Nina Draper Taylor

ADDRESS: 19737 Verra Canyon CITY: Prunedale ZIP: 93907

REPRESENTING: family of 7

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner



I would like the following comments filed in the record (please print):

I think it would be much more cost effective to
realign North Main since it deadends at Russell Rd
and have the overpass/cloverleaf junction
there at Burrez rather than building
a whole new access road 1/4 mile north.
It looks like it's only serving the further
development of Rancho San Juan. Doesn't
meet with our approval. This should be
scrutinized before pursuing further.



How Did You Hear About This Meeting?

☒ newspaper/public notice ☒ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: _____



Please respond by July 7, 2005




Response: Nina Draper Taylor:

A primary purpose of this project is to improve safety, in part by reducing the number of at-grade intersections with Route 101. Eliminating or reducing direct access to the state highway often requires a frontage road. Realigning Main Street would impact additional buildings (residential and commercial), more so than the current design. The current build alternative allows local traffic to cross east-west on Russell/Espinosa unimpeded by the highway traffic, and, at the new interchange, it allows highway traffic to enter and exit unimpeded by local west-east traffic circulation.

The placement of the new interchange was not to facilitate access to Rancho San Juan or any other proposed future development in the area. Various interchange placements and configurations were evaluated early in the project development process and found to be more costly and/or have greater impacts than the current design. The build alternative was designed to minimize impacts and construction costs while maximizing the overall traffic operations for Route 101 and the local circulation system.

Comment: Nancy T. Edgin on Comment Card received June 23, 2005



Comment Card

NAME: Nancy T. Edgin 831-726-1362

ADDRESS: 6511 El Camino Real N. CITY: FA ZIP: _____

REPRESENTING: Mail 131 Corey Rd - Fremont, Cal. 95004

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

I would like the following comments filed in the record (please print):

How Does BY Pass Project effect 125-251-005 ?
125-251-006 ?

I have 60' Easement thru Geothermal Drive 125-251-007 ?
to 101- To prevent Panels 005 + 006 being Land Locked ?
A want del-trans to build a Frontage Rd from Geothermal Drive
to 005-006 -



del Trans closing my 101 Easement? for 100 acres 125-251-005 -
my residence. House on 125-251-006 - 22 Acres!

Please send me Full Sheet Maps PIP #5 - Crazy Horse



How Did You Hear About This Meeting?

☐ newspaper/public notice ☒ newsletter/mailer ☐ notice on website ☐ word of mouth


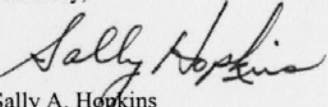
☐ other: _____




Please respond by July 7, 2005



Response: Nancy T. Edgin

<small>STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY</small>	<small>ARNOLD SCHWARZENEGGER, Governor</small>
DEPARTMENT OF TRANSPORTATION 50 HIGUERA STREET SAN LUIS OBISPO, CA 93401-5415 TELEPHONE (805) 549-3117 FAX (805) 549-3558 TTY (805) 549-3259 http://www.dot.ca.gov/dist05	 <i>Flex your power! Be energy efficient!</i>
September 8, 2005	
5-MON-101-R98.3 R/W - 0161EH <u>Parcels 6154, 6155</u>	
Mrs. Nancy Edgin 131 Corey Road Aromas, CA 95004	
Dear Mrs. Edgin:	
My apologies for taking so long to respond to our conversation at the public hearing in June, 2005.	
I have checked, and it does indeed appear that your property, APN 125-251-005, will probably be affected by the proposed Prunedale Improvement Project. At this time, it looks as if the State may purchase a relatively narrow strip along Highway 101, which will indeed cause access directly off the highway to be denied.	
I am still unsure, however, if the current access you use is legal access. I also believe you told me that you have an easement across other parcels that allows access from Executive Drive to the parcel next to the highway.	
I am enclosing, as you requested, preliminary maps showing how your parcels may be affected. As noted on the maps, these plans are subject to change.	
Finally, because the proposed affect on your property is fairly minimal, approval of a hardship acquisition is unlikely. However, if you'd like me to send you another hardship application package I would be happy to do so.	
Sincerely,	
	
Sally A. Hopkins Right of Way Agent Acquisition Branch	
Nit Enclosure	
<small>P:\nthomas\sah\6154 6155 Edgin</small>	
<small>"Caltrans improves mobility across California"</small>	

Comment: Richard Lange on Comment Card received June 23, 2005



Comment Card

NAME: RICHARD LANGE

ADDRESS: 17076 BLACKIE RD CITY: SANJOS ZIP: 93907

REPRESENTING: SELF

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner





I would like the following comments filed in the record (please print):

PLS PROVIDE ME WITH A 11X17
AERIAL VIEW OF THE PROPOSED
BLACKIE RD IMPROVEMENT AREA.

How Did You Hear About This Meeting?

☐ newspaper/public notice ☐ newsletter/mailer ☒ notice on website ☐ word of mouth


☐ other: _____

  **Please respond by July 7, 2005**  

Response: Richard Lange

The map you requested was mailed on August 11, 2005.

Comment: Ruth L. Perlman on Comment Card received June 23, 2005



Comment Card

NAME: RUTH L. PERLMAN

ADDRESS: 9585 PRUNEDALE ^{SOUTH RD.} CITY: SALINAS ZIP: 93907

REPRESENTING: SELF

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

I would like the following comments filed in the record (please print):

I OWN 4. ACRES THAT BACKS UP TO HWY 101.
LOOKING NORTH, ~~I AM~~ MY PROPERTY IS ON
WEST SIDE OF HWY 101
LEGAL OF 4 ACRES IS 133-022-004.



I WANT TO KNOW IF ANY OF MY PROPERTY
WILL BE ACQUIRED.

WILL CURRENT PLAN GO FORWARD, OR WILL THE DESIGN
CHANGE?



How Did You Hear About This Meeting?

☐ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: MEETING AT RESIDENCE OF VEE THOMAS


Please respond by July 7, 2005

Response to Ruth L. Perlman

There are no plans to acquire property from your parcel at this time. The only planned work near your property would be placement of median barrier and it is highly unlikely that any future design changes would affect your parcel 133-022-004.

Comment: Robin Lee on Comment Card and address to Panel at Public Hearing, both received June 23, 2005



Comment Card

NAME: Robin Lee

ADDRESS: 18714 Cleveland CITY: Salinas ZIP: 93906

REPRESENTING: Self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

I would like the following comments filed in the record (please print):

① I do not think Soundwalls are a good idea. They destroy the viewshed and have a high maintenance requirement particularly for graffiti abatement. Much money suffers with funding cuts.

② Environmental mitigation at Elkhorn Slough is a great idea.



③ To encourage the development of access roads to stop side street turns onto 101.

④ The interchange north of F Russe / Road will deviate traffic on Borondo Rd. Very much needed. Davis + Borondo Rds are very congested.



How Did You Hear About This Meeting?

☒ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: _____

Please respond by July 7, 2005

Response: Robin Lee

1. We understand that you are not in favor of soundwalls due to the change in view and the maintenance requirements, but we are required to consider noise abatement at locations where the noise decibel increase is predicted to exceed the noise abatement criteria. For additional explanation see Section 3.12 Noise in Volume I of the environmental document.
2. Thank you for your support for access consolidation and support of the proposed Elkhorn Slough mitigation.
3. Limited funding constrains the ability to construct additional local access roads.
4. Your comment that the new interchange may provide relief to congestion at Boronda is noted.

Comments: Ray Schmitt on Comment Card, and to court reporter at Public Hearing, both June 23, 2005



Comment Card

NAME: RAY SCHMITT/COASTAL HOME SOLUTIONS, INC.
 ADDRESS: 7850 MESSICK ROAD CITY: PRUNEDALE ZIP: 93907
 REPRESENTING: MYSELF AS PROPERTY OWNER & BUSINESS OWNER

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
 2015 E. Shields, Suite 100
 Fresno, CA 93726
 Attn: Kristen Merriman
 Environmental Planner

I would like the following comments filed in the record (please print):

① THE IMPACT OF BLOCKING SOUTHBOUND ACCESS FROM MESSICK ROAD TO HWY 101 HAS NOT BEEN ADDRESSED. RESIDENTS & BUSINESSES FROM THIS COMMUNITY WILL HAVE TO TRAVEL 4 MILES NORTH, CROSS OVER NEW OVERPASS THEN 4 MILES SOUTH FOR A TOTAL 8+ MILE DETOUR & 4 MORE INTERSECTION/TRANSITION TRAFFIC MANEUVERS INSTEAD OF THE CURRENT 60 FOOT Crossover AT A HIGH VISIBILITY ON ACCESS WITH A VERY ADEQUATE ACCELERATION LANE. THE ECONOMIC IMPACT ON THE BUSINESSES WILL BE HUGE. WILL IT BE SAFER FOR ANYONE TO ENTER THE HIGHWAY NORTH WITHOUT AN ACCELERATION LANE, EXIT HWY, TURN LEFT @ ANOTHER INTERSECTION, CROSS OVER, TURN LEFT OVER ANOTHER LANE AGAIN, AND REENTER HIGHWAY & TRAVEL ANOTHER 4 MILES BACK?

How Did You Hear About This Meeting?
 THIS SEEMS TO CAUSE MUCH MORE EXPOSURE THAN CURRENTLY.
☐ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth
☐ other: BEFORE, IF IN THE FUTURE, THERE BECOMES MORE PROBLEMS, A "K" RAIL CAN EASILY BE ADDED FOR MINIMAL EXPENSE. I THINK A STUDY OF THESE

Please respond by July 7, 2005

IMPACTS & A "MESSICK COMMUNITY" MTG NEEDS TO TAKE PLACE. ALSO, THE EIR MISTAKENLY STATES THAT THE ONLY COMMERCIAL PROPERTY (INDUSTRIAL) IS OFF CARLY HOUSE.

Response: Ray Schmitt


Out-of-direction travel is an aspect and impact of the proposed safety improvements. Limiting highway access where possible, and eliminating left turns by restricting movements to right-in, right-out only, reduces both the number of accidents and the severity of them.

Messick Road access to and from Route 101 after the Prunedale Improvement Project is completed would be as follows:

- From Messick Road to northbound Route 101 and from northbound Route 101 to Messick Road access would be unchanged.
- From Messick Road to southbound Route 101 would require traveling north 2 miles on Route 101 to the Crazy Horse Canyon Road interchange, crossing east over the highway, and returning two miles southbound past Messick Road to your destination (approximately four miles of out-of-direction travel).
- From southbound Route 101 to Messick Road would require exiting at the San Miguel Canyon Road interchange, turning left and east over the highway, looping back, and returning north to Messick Road (less than one mile out-of-direction travel).

Commercial development on Messick Road is included in Table 3.1 in Volume I. Language specifically naming Messick Road as a location for commercial and light industrial development has been added to Section 3.1 in the final environmental document.

Comment: C.C. Smith on Comment Card received June 23, 2005



Comment Card

NAME: C. C. Smith

ADDRESS: 19215 MAJORIE CITY: Prunedale ZIP: 93907

REPRESENTING: SELF & NEIGHBORS

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner



I would like the following comments filed in the record (please print):

I WAS TOLD THAT YOU COULD SEND
ME A BX 11 OR LARGER PORTION OF THE
EXPANSION WHICH WOULD COVER MY NEIGHBORHOOD
OF OAK HEIGHTS & 101
MORE INFORMATION REQUESTED. I HAVE #12 ON MAP
PROVIDED BY CALTRANS



How Did You Hear About This Meeting?

☒ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: _____


Please respond by July 7, 2005

Response to C.C. Smith:

A map was mailed to you on August 11, 2005.

Comment: Serafin Lemus on Comment Card received June 23, 2005



Comment Card

NAME: SERAFIN LEMUS

ADDRESS: 17880 PESANTE CITY: SALINAS ZIP: 93907

REPRESENTING: SELF AND OTHERS

Do you wish to be added to the project mailing list? ☐ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner



I would like the following comments filed in the record (please print):

I HOPE THAT ALL OF US PEOPLE
THAT ARE GOING TO BE MOVED FOR THE
PURPOSE OF SAFETY ARE TREATED
FAIRLY BY THE RIGHT OF WAY PEOPLE
AND NOT LOWBALLED FOR OUR HOME
PRICES THIS IS MONTEREY COUNTY AND
PLACES ARE NOT CHEAP I'M SURE WE
WOULD ALL LOVE TO BE MOVED BACK INTO
THE SAME SITUATIONS THAT WE ARE IN
NOW.



How Did You Hear About This Meeting?

☒ newspaper/public notice ☒ newsletter/mailler ☐ notice on website ☐ word of mouth

☐ other: _____




Please respond by July 7, 2005



Response: Serafin Lemus

All property owners will be paid fair market value for the property purchased. An appraisal will compare the subject property to similar properties on the market at the time. You will also receive other assistance with relocating in as equivalent a home and general location as possible.

Comment: Richard Moeller on Comment Card and addressed to Panel at the Public Hearing, both received June 23, 2005



Comment Card

NAME: Richard Moeller (President)

ADDRESS: 19033 Beatrice CITY: Prunedale ZIP: 93907

REPRESENTING: Oak Manor Water & Road Assn

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner





I would like the following comments filed in the record (please print):

The access to and from Beatrice Dr is
a very sharp turn directly off of Hwy 101.
There is a very narrow shoulder approaching
Beatrice with brush sometime growing into
the shoulder. The shoulder leaving Beatrice
is even more difficult. Since Beatrice is a
private road does this present a problem with
the County providing access lanes? Can these
improvements be made soon? Please contact me.

How Did You Hear About This Meeting? Thank you

☐ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth


☐ other: _____

  **Please respond by July 7, 2005**  

Response: Richard Moeller

Your concerns are noted. Acceleration and/or deceleration lanes are not currently planned at Beatrice Lane, but a project to widen the shoulders to a standard eight feet is being considered. If approved, that work would follow construction of the Prunedale Improvement Project and would offer a safer recovery area than the current shoulder. Mention was made to Caltrans Maintenance to be attentive to the brush at Beatrice and Route 101.

**Comment: Irene and Paul Costa on Comment Card received
June 23, 2005**



Comment Card

NAME: Irene & Paul Costa

ADDRESS: 908 A Cassady Rd CITY: Watsonville ZIP: 95076

REPRESENTING: 9823 Prunedale South L.

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

I would like the following comments filed in the record (please print):





I would like a map - so I can see
how the Blackie Rd intersection affects
the property that we own on
Prunedale South. We own two properties:
9823 & 9813 Prunedale South.
Please show me how this improvement
affects our properties

Juan W. Costa

How Did You Hear About This Meeting?

☐ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: _____

  Please respond by July 7, 2005  

Response: Irene and Paul Costa

The map you requested was mailed on August 11.

**Comment: Debbie Carter and Philip Tucker in letter received
June 27, 2005**

DEBBIE CARTER & PHILIP TUCKER

19062nd Shady Drive
Prunedale, CA 93907
(831) 663-1581
Debbie715@aol.com

June 24, 2005

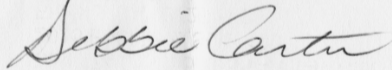
Kristen Merriman
Associate, Generalist Environmental Planner
Unit 174.01, Bobi Lyon –Ritters Unit
2015 E. Shields, Suite 100
Fresno, CA 93726-5428

RE: Prunedale Improvement Project

Enclosed please find a print out of an e-mail comment I tried to send online this morning, but found the link did not work.

Unfortunately we missed last night's meeting at North County High, but we wish to make comment – as shown – and to receive a more detailed map of the Crazy Horse/Echo Valley overpass area close to our home on Shady Drive. The one available on line does not answer our concerns.

Thank you for your assistance.



Debbie Carter



Your comments are important to us. Please provide your comments in the space provided below, we will acknowledge receipt of your comment via e-mail.

Unfortunately we missed the meeting last night and want to get as much detail as possible on the Crazy Horse/Echo Valley overpass. We have been to every previous meeting to make sure that the re-alignment of Echo Valley does not intrude into our property at 19062A Shady drive.

We also want to make sure that the commitment to putting a gate at the entrance to the Oak Heights community is being upheld in the plans. The small private roads of Oak Heights and Shady Drive are not suitable for through traffic trying to get onto the new overpass. And the character of the neighborhood would be significantly changed by allowing access to through traffic. Also, Oak Heights residents should not have to travel 3 miles south on Moro Road in order to get to 101 North, so the new road leading onto Shady Drive from the re-aligned Echo Valley should be gated for use only by Oak Heights residents.

Can you please respond to me on these three issues. Also, can we please get a detailed map showing the re-

aligned Echo Valley + the Assessors Parcel boundaries

You must provide your name and address for your comments to be considered.

for properties on Shady Drive. Thank you for your help + cooperation

Name:

Street:

City/State:

Zip Code:

Email Address:

(optional)

Response: Debbie Carter and Philip Tucker

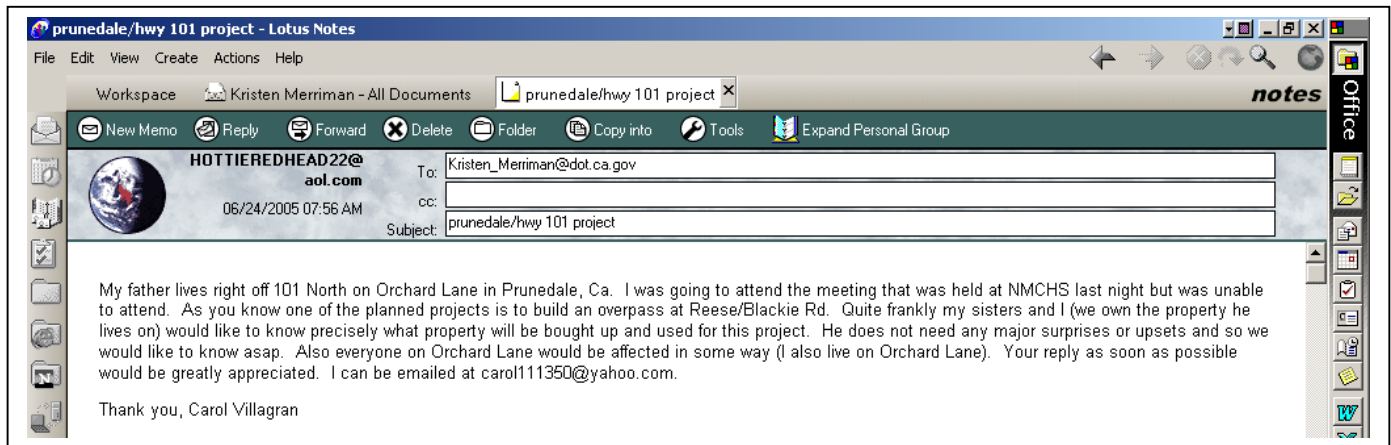
It is clear that you believe Caltrans made commitments regarding Echo Valley Road access and new private gates. There seems to be some miscommunication on this issue. Caltrans understood from meetings several years ago that residents did not want Oak Heights Drive (a private road) open to the general public. Consistent with that position, Caltrans designed a new, gated access road to connect Shady Drive and Oak Heights Drive with Echo Valley Road for emergency vehicles and personnel only. This connection will not be used by either visitors or residents of the Oak Heights area and, therefore, will not bring through traffic into the neighborhood.

Yes, your access to Route 101 will be less convenient than it was before. Consistent with the project philosophy that safer access to Route 101 is a higher priority than convenient access, your access to Route 101 should be safer than it was before. Many other neighborhoods within the Prunedale Improvement Project limits will experience out-of-direction travel when the project is completed. These locations include, but are not limited to, Mallory Canyon, Oak Estates Drive, Moro Circle, Linda Vista Place, Tustin Road, Messick Road, Pesante Road, Pollock Lane, Orchard Lane, White Road, and Martines Road.

Southbound traffic from Oak Heights would drive on Moro to Tustin Road (approximately 1 mile) and access Route 101 without out-of-direction travel. If headed northbound on Route 101, travelers would drive south on Moro Road to the San Miguel Canyon interchange to enter northbound Route 101, or use Tustin to enter southbound traffic on Route 101 and exit at the San Miguel Canyon interchange to reverse direction. This would be approximately 4 miles of out-of-direction travel—2 miles to access San Miguel via Moro and 2 miles back north on Route 101 to reach the point of origin.

The map you requested was mailed on August 22, 2005.

Comment: Carol Villagran in email received June 24, 2005

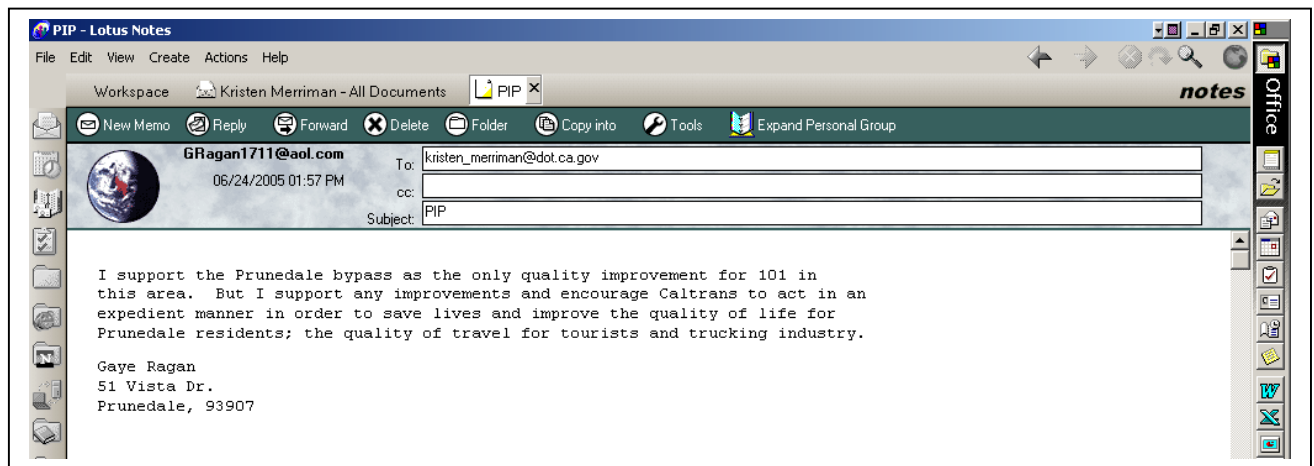


Response: Carol Villagran

Yes, the Prunedale Improvement Project does include an overcrossing just south of the existing Blackie/Reese and Route 101 intersection, and a cul-de-sac of Orchard Lane. Traffic would access Route 101 via a new Pollock Lane extension that will connect Pesante Road to Cross Road.

The map you requested was mailed to you on July 1, 2005 indicating that parcel 125-021-002 would not be impacted directly by this proposed project. If you provide the address or assessor's parcel number of the other parcel you are interested in, then we can provide further information.

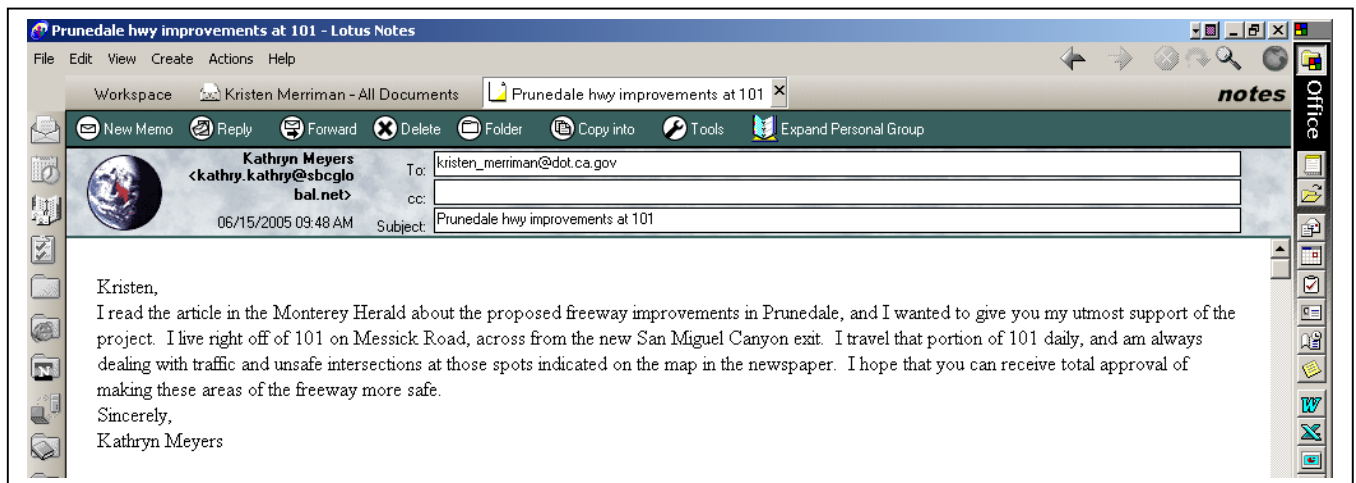
Comment: Gaye Ragan in email received June 24, 2005



Response: Gaye Ragan

Your support for both the Prunedale Improvement Project and a future Prunedale Freeway Project is noted.



Comment: Kathryn Meyers in an email received June 15, 2005



Response: Kathryn Meyers

Your support for the Prunedale Improvement Project is noted.

Comment: Sig Matt in letters received June 27, 2005

 **PRUNEDALE**
IMPROVEMENT PROJECT 

Comment Card

NAME: SIG MATT

ADDRESS: 7130 MONIQUE AV CITY: SALINAS ZIP: 93907

REPRESENTING: 101 BYPASS COMMITTEE

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner





I would like the following comments filed in the record (please print):

See enclosed letter

How Did You Hear About This Meeting?

☒ newspaper/public notice ☐ newsletter/mailler ☐ notice on website ☐ word of mouth

☐ other: _____

  **Please respond by July 7, 2005**  

Caltrans / Prunedale Improvement Project (EA/DEIR)

June 23-05

Re: Fig. 2-8 and 2-9,
Northend of Moro Road and Crazy Horse intersection with Hiway 101.

As a member of the 101 Bypass Committee I have been asked by several neighbors, who were unable to attend the informational meeting, to draw attention to the results of

- a) the dead-ending of Moro Road at the north end,
 - b) the closure of the present right-hand on and off turns at 101 and Moro Road.
- (Your large scale map, displayed at the informational meeting, shows a barrier at this location.)

This proposal severely restricts a section of Prunedale residents, those living in the area of north Moro Road, south Tustin Road, Oak Estates Drive etc.. access to a major intersection with Hiway 101. The out of direction travel per trip can amount to 5 miles for some. Whether going to work or an business, school or library, the miles and congestion just keep adding up.

The recommended alternative 'Tustin Road' has 2 deficiencies, a steep grade at the north end (not recommended for loaded trucks) and as a paved over old goat trail it would require a complete rebuild to carry the expected traffic load.

As the many existing dead-ended roads in Prunedale all funnel traffic to San Miguel and Hiway 101, causing the present congestion, any future dead-ending can only multiply the problems.

The residents affected by these ever increasing travel restrictions within our town cannot help but feel that any improvements for the through traffic are coming at the expense of the local taxpayers.

Would anyone deny Prunedale taxpayers equal treatment?

Sig Matt

Sig Matt
7130 Monique Ave.
Salinas, CA 93907
sig.matt@juno.com

Caltrans, Prunedale Improvements Project (EA/DEIR)

June 23-05

Re: Environmental Impact
Monterey... Woodrat, pg. 120-122

To the average taxpaying citizen it must come as a shock that in today's world of severe financial crisis and deficits very scarce resources are spent on tracking and promoting the welfare of a 'dirty' rat.
It is unfathomable for local residents to picture a scene, in your backyard or in your neighborhood, of your children or grandchildren interacting with this rodent that is most unhygienic in it's habit and is a carrier of diseases.

Doesn't everyone agree that, to the benefit of mankind, a more reasonable balance must be worked out?


Sig Matt
7130 Monique Av.
Salinas, CA 93907
sig.matt@juno.com

Caltrans / Prunedale Improvement Project (EA/DEIR)

June 23-05

Re: Fig. 2-9, pg. 31, Echo Valley Rd. Location, of the Draft Environmental Impact Report, May 2005

Fig. 2-9 shows the proposed realignment of Echo Valley Road cutting through our property, in fact cutting the parcel into 2 separate pieces.
I have previously pointed out that the shown "Emergency Access Road" appears to cover the area where our well is located. We need to determine the exact location of said "Emergency Access Road" to preserve the well location. No one from Caltrans has yet been interested to discuss this subject.
When can we expect to hear from you?

Fig.2-7, pg.27 indicates *Southbound Off Ramp modified to allow left turn*.

The public does not understand the need for this left turn, please explain.

Added traffic lights at this location will lengthen the backed up line of northbound traffic turning onto San Miguel westbound. At rush hour (4 to 6 PM) weekdays the backup already extends the full length of the northbound off ramp to San Miguel.


Sig Matt
7130 Monique Av.
Salinas, CA 93907
sig.matt@juno.com

Response: Sig Matt

Figures 2-8 and 2-9

Closing and consolidating at-grade access (local roads and driveways) to Route 101 is designed to improve safety by limiting the number of locations where broadside collisions can occur with high-speed traffic. Making it safe for local residents to move in and out of their community is the primary purpose of the Prunedale Improvement Project; some inconvenience may be part of the cost of saving lives.

The residents of Oak Heights will experience out-of-direction travel with the Moro Road closure. Residents in other neighborhoods throughout the project area will experience out-of-direction travel as a result of other closures. Although Moro Road does not have ideal roadway geometry, it is expected to be able to accommodate the redirected traffic. Southbound traffic from Oak Heights would drive on Moro to Tustin Road (approximately 1 mile) and access Route 101 without out-of-direction travel. If headed northbound on Route 101, travelers would drive south on Moro Road to the San Miguel Canyon interchange to enter northbound Route 101, or use Tustin to enter southbound traffic on Route 101 and exit at the San Miguel Canyon interchange to reverse direction. This would be approximately 4 miles of out-of-direction travel—2 miles to access San Miguel via Moro and 2 miles back north on Route 101 to reach the point of origin.

Taxpayer money is being used for this project, but no local measure funds.

Page 120-122

The Monterey dusky-footed woodrat is considered a sensitive species under both federal and state law. Those laws require Caltrans to determine if the proposed project will have impacts to any sensitive species, independent of the value that species may hold in the eye of the public. If it is determined that the project will have impacts that cannot be avoided, then Caltrans is required to mitigate for the harm that results.

Figure 2-9


The exact boundaries of the emergency access road will be developed during final design and will be ready for discussion at that time. If your private well is impacted by the proposed emergency access road, you will be compensated during the acquisition process.

Figure 2-7

The southbound left-turn lane on the San Miguel Road off-ramp will provide access for Route 101 southbound motorists to reach Messick Road and Mallory Canyon Road, as direct access from southbound left-turn lanes on Route 101 will no longer be allowed. An additional lane will be provided on the northbound off-ramp to San Miguel Road to accommodate the vehicles stopped at the new traffic signal.

To reduce the potential for back up along the northbound off-ramp, the structure across Route 101 and San Miguel Canyon Road would be widened one additional lane.

Comment: John T. Menold on Comment Card received June 27, 2005



Comment Card

NAME: John T. Menold

ADDRESS: P.O. Box 3768 CITY: Salinas ZIP: 93912

REPRESENTING: _____

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
 Mail to: California Department of Transportation
 2015 E. Shields, Suite 100
 Fresno, CA 93726
 Attn: Kristen Merriman
 Environmental Planner

I would like the following comments filed in the record (please print):

I think the 200 Million should
be allocated towards By-Pass



I feel these improvements will
help - But basically it a
band aid and much, much
more is needed

Thanks, John



How Did You Hear About This Meeting?

☒ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: _____

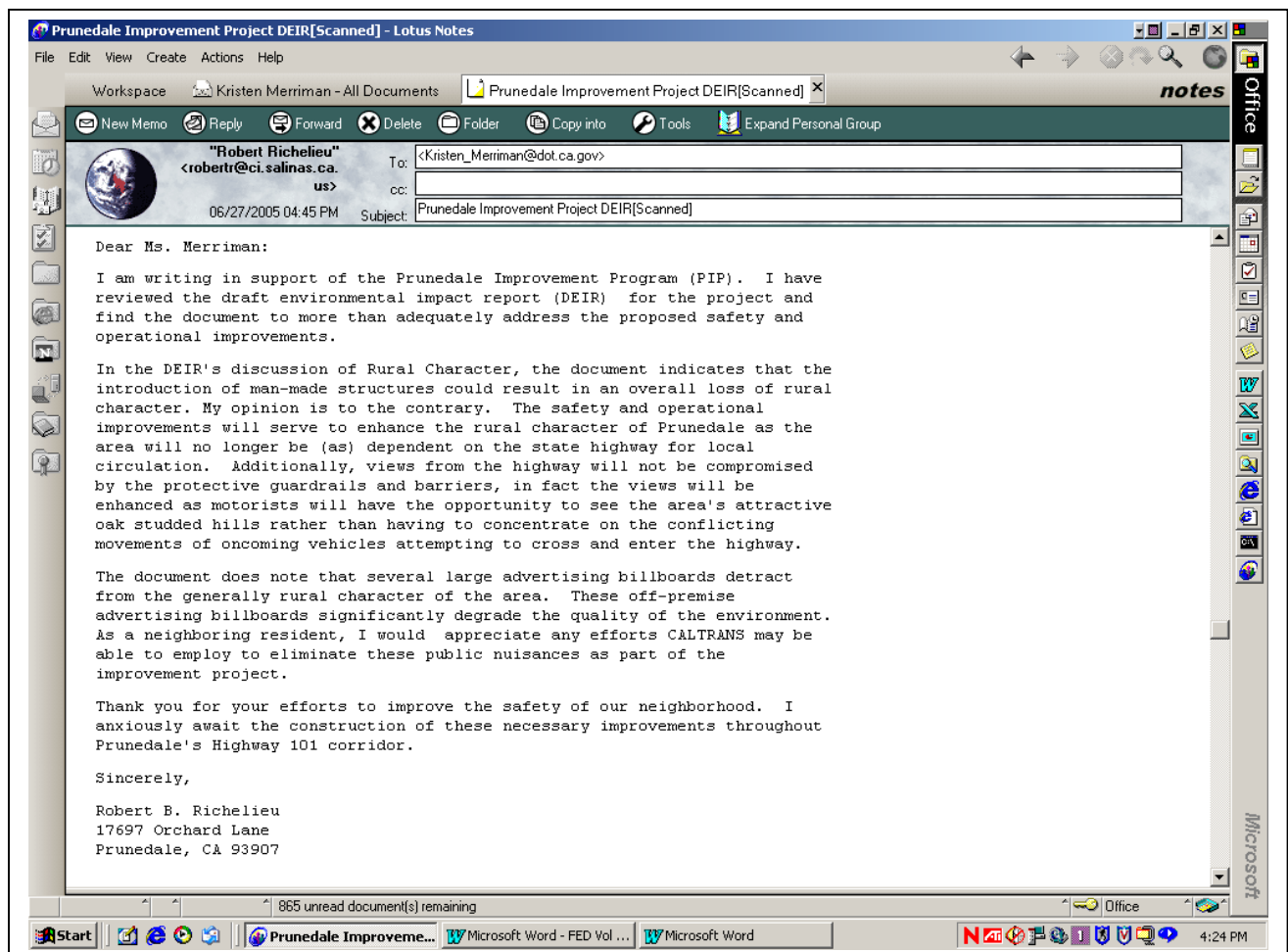
Please respond by July 7, 2005

Response: John T. Menold

Your comment that the Prunedale Improvement Project will help, but more is needed is noted. Unfortunately, the funding is not presently available to address congestion relief with either a bypass or widening of the existing highway. If the \$265 million for the Prunedale Improvement Project were to be saved for a future freeway, we would be neglecting to respond to urgent safety concerns for an indefinite period of time, which is not acceptable.

Comment: Elaine and Robert B. Richelieu in email received June 27, 2005 and addressed to Panel at the Public Hearing June 23, 2005.



Response: Elaine and Robert B. Richelieu

Your comments of support for the Prunedale Improvement Project and recognition that safer, if less convenient, access to Route 101 will result, are noted.

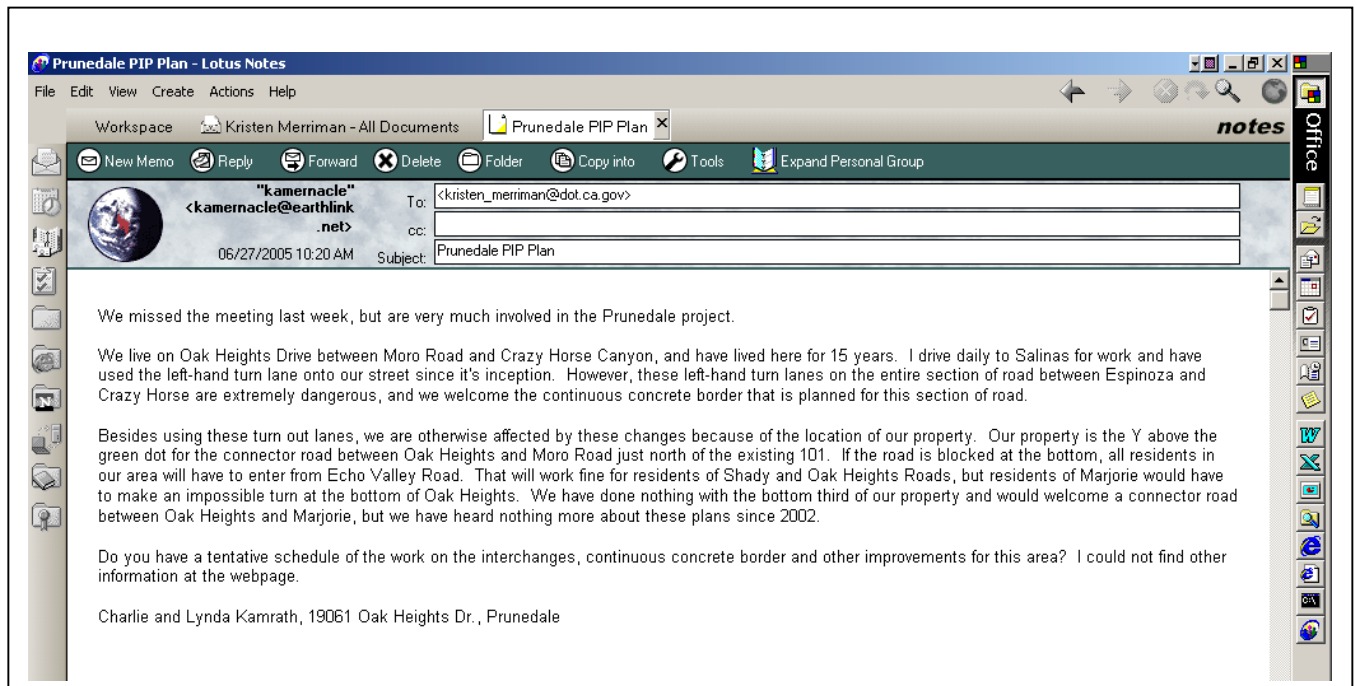
Billboards

Billboards are not permitted within Caltrans right-of-way, and they are not permitted adjacent to our right-of-way in areas that are officially classified as “Landscaped Freeway,” nor adjacent to a Scenic Highway. Signs constructed on private property adjacent to our right-of-way are subject to State approval through the Outdoor Advertising Division under Encroachment Permits, and to local zoning and building ordinances.

Projects within the freeway right-of-way that include planting designed and administered by Caltrans, or planting that is locally funded and administered, or projects done by permit or cooperative agreement, can all be designated “Landscaped Freeway.” The Prunedale Improvement Project is not currently classified as a Landscaped Freeway. The San Miguel interchange area, however, is being reviewed for classification and is expected to be listed. When the three new interchanges of the Prunedale Improvement Project are landscaped they will also be submitted for review and are likely to meet the classification criteria as well.

Should you wish to pursue this further, you may check that all existing billboards have up-to-date permits and are in compliance with Outdoor Advertising Display regulations and local ordinances.

Comment: Lynda and Charlie Kamrath in email received June 17, 2005




Response: Lynda and Charlie Kamrath

Your recognition of the improved safety on Route 101 resulting from installation of the proposed median barrier is noted.

The new road and gate connecting Shady Drive and Echo Valley is for emergency vehicles only. No residents will be able to use this road to access any part of the Oak Heights community. No connection road between Oak Heights and Marjorie Road is planned as part of this project. You should be able to access your property, however, directly from the new Moro Road extension.

Construction is anticipated to begin in spring of 2009, but the specific staging of each element of the project will be determined during final design. That information will be posted on the website as it becomes available.

Comment: Susie and Matt Reggiardo Representing Pereira Family on Comment Card received June 27, 2005



Comment Card

NAME: MATT & SUSIE REGGIARDO REPRESENTING PEREIRA FAMILY

ADDRESS: 307 DUNBAR DR CITY: AROMAS ZIP: 95004

REPRESENTING: JOHN AND MARY-ANN PEREIRA

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner



I would like the following comments filed in the record (please print):

EACH YEAR THAT PASSES, BRING HEAVIER TRAFFIC
TOPIC: GUARDRAIL. AT THE CENTER OF PEREIRA
LAND ALONG 101 HWY THERE IS NO GUARDRAIL.
IN THE PAST 7 YRS THERE HAVE BEEN NUMEROUS
ACCIDENTS ALONG OUR FRONTAGE. WHERE THE
GUARDRAIL DOESN'T EXIST. CARS AND TRUCKS HAVE
GONE THROUGH OUR FENCE. EXPOSING US TO THE
POTENTIAL OF OUR CATTLE GETTING OUT. A GUARDRAIL
WOULD HELP INSURE THE LIABILITY AND PUBLIC SAFETY.

How Did You Hear About This Meeting?

☐ newspaper/public notice ☒ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: _____

Please respond by July 7, 2005

Response: Susie and Matt Reggiardo

The parcels owned by John and Mary-Ann Pereira to which you refer (125-251-003, 125-251-002, 125-261-003, and 125-261-007) are outside the limits of the Prunedale Improvement Project. Your comments, however, and the information you provided was forwarded to Don Webster from Caltrans Maintenance. Should you require a direct contact, the Maintenance Supervisor for the area, Steve Phillips, can be reached at (831) 783-3012, cell phone (831) 206-4950.

Comment: Dr. Kevin Herring, D.D.S. in letter received June 28, 2005 and addressed to Panel at the Public Hearing



KEVIN HERRING, D.D.S.
COMPLETE DENTISTRY AND ORTHODONTICS

June 28, 2005

California Department of Transportation
2015 E. Shields, Suite 100
Fresno, Ca 93726
Attn: Karen Merriman
Environmental Planner

Re: Prunedale Improvement Project Public Comment

I would like the following comments filed in the record:

The Prunedale Improvement Project will destroy what's left of our town and will not improve traffic flow !!

Your current Prunedale Improvement Project (PIP) plan as it was presented at North Monterey County High School on June 24, 2005, show that TAMC and Cal Trans and the California DOT have ignored the concerns of the citizens and focus groups of our area. Having barely survived the chaos and economic damage of the work conducted on the San Miguel Canyon flyover, we are now supposed to sit back and let you carve up our town with more flyovers and ramps, some of which will cause more noise and danger to families in neighborhoods adjacent to 101.

The plan presented last night replaces the relatively low impact of having frontage roads for residents to access onramps, which was previously presented, with serpentine ramps like the one at Reese and Blackie. The design of the Reese/ Blackie project will cause the following:

1. Fire Trucks at the Pesante Rd station will have to travel a greater distance to access southbound 101 than they would if they traveled northbound to Vierra Cyn. Rd. and used the southbound cloverleaf.
2. The traffic winding its way through Pollock Ln. and Cross Rd. will endanger children traveling to and from Prunedale Elementary School.
3. The plan brings a huge increase in noise level to areas east of the highway and needlessly condemns homes and splits communities.
4. The trucks coming from Castroville packing plants will utilize Blackie Rd and its convenient onramps, to avoid hwy 156, which will cause more danger to children and create heavy use of one of the worst roads in North County.

8550 PRUNEDALE NORTH ROAD, SUITE A PRUNEDALE, CALIFORNIA 93907 (831) 663-5667



KEVIN HERRING, D.D.S.
COMPLETE DENTISTRY AND ORTHODONTICS
2/2

The plan for Espinosa Rd. will hugely increase its use and cause more accidents at Hwy 183 and Hwy1 on its western terminus. Making an interchange without also doing the east-west Espinosa bypass is a waste of funds and does not relieve pressure on Highway 68 and Highway 156.

The plan for Crazy Horse Rd. without the 101 bypass or some kind of Salinas – Prunedale expressway is a huge cost with little benefit. There are far greater need at the 101/Dumbarton Rd intersection located a couple of miles north.

I can see that the PIP is the darling of TAMC and Cal Trans Engineers, who now have the funds needed to apply their skills, in a time when many engineering projects are on hold. They claim since the money is there it must be used for these "immediate needs". But the end result will be the destruction of our town as it becomes the hub of *three* traffic corridors, with tangles of concrete flyovers.

An engineer at the meeting told everyone present that a 101 bypass would cost 800 million dollars or more. Let's use the PIP's 200 million as part of our contribution to the bypass. Or use the 200 million for a bypass from Salinas to Monterey this would eliminate the need to widen Hwy156. Why, as was suggested to the audience last night, should we spend all the money on flyovers in "Phase 1" of the plan and *then* work on the bypass in "Phase 2" after completion of the concrete jungle of ramps? The essential *cause* of congestion in Prunedale is the convergence of traffic from the three major routes. Without addressing this, you are doomed to failure.

I urge you to rethink this project and even put it on hold until you have a master plan. Why waste taxpayers' money to "improve" Hwy 101, then "improve" Hwy 156; projects that will NOT solve our traffic problem? Use the monies to create a bypass to Monterey to replace 156 as the main route to the Peninsula. Then, pursue the north-south bypass option 4E. You need to stay focused on the big picture. If the voters of this county are not lulled into complacency by the short term "flyover fix" they will endorse and support the bypass alternatives. If you get distracted by the lure of the money and the engineers' pet project, you will have taken away what's left of our town.

Sincerely,

Kevin Herring DDS

cc: Cal Cayko
cc: Farn

8550 PRUNEDALE NORTH ROAD, SUITE A PRUNEDALE, CALIFORNIA 93907 (831) 663-5667

Response: Dr. Kevin Herring, D.D.S.

Your general opposition to the Prunedale Improvement Project and concern that it would not solve all the problems is noted. In response to your specific concerns:

1. Yes, fire trucks from the Pesante Road station will have out-of-direction travel that may increase response time to some areas of their district. Caltrans is working with the North County Fire Protection District of Monterey County to minimize those increases as much as possible (see our response to comments from the North County Fire Protection District).
2. Shoulders on Pollock and Cross will be widened for pedestrians and bicyclists using those roads.
3. This project will not have any perceptible noise impact. Soundwalls are proposed to abate existing noise levels that exceed the Noise Abatement Criteria (67dBA). Discussion of noise and soundwalls is in Volume I, Section 3.12 of the final environmental document. Yes, relocations will be necessary.
4. Blackie Road is unchanged in terms of its access to Route 101; there is no interchange. The project will allow local traffic to cross over Route 101 between Blackie Road and Reese Circle, but this structure does not include ramps.

There is no interchange at Espinosa Road. The project will allow local traffic to cross under Route 101 between Espinosa and Russell Roads, but this structure does not include ramps.

If the \$265 million for the Prunedale Improvement Project were to be saved for a future freeway, we would be neglecting to respond to urgent safety concerns for an indefinite period of time, which is not acceptable. Timing for fully funding the freeway project is very uncertain, and at present there is a transportation improvement need on the existing facility that should not go unattended. Caltrans, the Transportation Agency for Monterey County, and the County determined that the money available should not sit unused waiting for the remaining freeway project funding to crystallize, but be used now to respond to the current need.

The completion of the Route 101/156 and San Miguel interchange projects are too recent for comparative accident statistics to be available. Accident statistics at the San Miguel/Route 101 intersection for the three years preceding construction of the San Miguel Canyon interchange were considerably higher than the state average for similar facilities.

Comment: Alice Henault in letter received June 28, 2005 and addressed to Panel at Public Hearing June 23, 2005

Alice Henault
17595 Vierra Canyon Rd. #183 (mailing)
17883 Cross Rd. (residence)
Prunedale, CA 93907
(831) 663-2520

June 28, 2005

Kristen Merriman
Environmental Planner
California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93926

RE: Prunedale Improvement Project/Draft EIR

Dear Ms. Merriman:

I would like the following comments filed in the record.

I appreciate that Caltrans put together a panel to meet with members of the community last week. It was very informative.

However, I have several concerns regarding the Plan that directly effect me and my neighbors living along Cross Road and Orchard Lane. This is the portion of the Plan that creates a new road from Pollack Lane, extending Orchard Lane to intersect with the Pollock Lane extension and coming all the way down to meet at Cross Road. Caltrans is planning a purchase of the home next to me all the way to a portion of my property line. Therefore, whatever Caltrans decides to do in this area effects me directly. The following are my questions:

WHAT IS CALTRANS' DETAILED PLAN TO MITIGATE THE EFFECT OF THE INCREASE IN NOISE TO THOSE LIVING IN AND AROUND THE PROPOSED NEW ROAD?

Currently the only traffic we experience is two or three cars going up the hill to my neighbor's house. What I and my other neighbors in the area will experience, once the road is complete, is anywhere from 200 to 500 cars going up and down, night and day that stretch of road to get to the new overpass at Reese and Blackie. It will also become the service road (**something your Noise Engineer was not aware of**) for emergency vehicles, school buses, construction trucks, vegetable trucks etc., all of it going back and forth all day and all night. The Noise Engineer indicated that a sound barrier was not possible in that area because of the smaller width of the road. However he could offer no suggestions as to how the increase in the noise level was to be mitigated.

I strongly suggest that Caltrans seriously reconsider this new road and take another look at modifying the intersection of Cross Road and Pesante Road. There is a sharp turn that could easily be modified so that emergency vehicles can negotiate that

turn. There is an existing partial road off Cross Road that could be extended into Orchard Lane. That road extension would service only Orchard Lane so that the impact on those of us who live in the area would be less severe.

These modifications would cost the State AND US TAXPAYERS less money since Caltrans would not have to buy out as many property owners and the only work to be done would modifications, not a completely new road.

WHAT IS CALTRANS' DETAILED PLAN TO MITIGATE THE DRAINAGE ISSUE ALL ALONG CROSS ROAD, REESE CIRCLE AND IN AND AROUND THE NEW PROPOSED ROAD AT ORCHARD LANE?

Proper drainage is of the utmost importance. Almost all of the fields and corralled areas along Cross Road get flooded during the rainy season. There are many little perennial and seasonal creeks and streams all along Cross Road that will be affected by this construction.

When I spoke with an engineer at the open house he informed me that the creek near the intersection of Cross Road and Reese Circle (Pesante Creek?) would be turned into a **culvert**. It is my understanding that culverts can only contain a limited amount of water, which, in a heavy rainstorm, can back up causing more flooding and damage to the area.

I believe that Caltrans can do a better job of being environmentally sensitive to this area. **The Landscape Engineer assured me that there were things that Caltrans can do to keep the environment as natural as possible. My neighbors and I will watch closely to see that this is done.**

There is much wildlife in the area, including egret, owls, deer, wild turkey, ducks and geese. According to your Draft EIR there are also endangered species living in and around the same area, including possibly the red-legged frog. Great care must be taken by Caltrans to mitigate any damage caused during the construction and modifications it is proposing.

The new road extensions will directly affect those of us with property adjacent to the project. If the drainage issue is not properly addressed we will be even more flooded out than currently. As my property is situated next to and below the intersection, I am concerned that water flowing around the new road will directly affect my property and create a flooding problem. **Caltrans must involve us, the residents, in this process. If there is an adverse effect on my property from building this new road, you will be held responsible for any and all damages.**

WHAT IS CALTRANS' DETAILED PLAN TO MITIGATE THE EFFECT OF THE MAJOR INCREASE IN TRAFFIC ALONG CROSS ROAD SO THAT AUTOS, HOMEOWNERS, PEDESTRIANS AND WILDLIFE CAN SAFELY COEXIST?

Cross Road is also a favorite road for joggers and is a walking path for children going to school and riding their bikes. Horseback riders also use Cross Road. Toward Fall, one can see huge groups of wild turkey going down the road. Ducks and geese also live around the little creeks at the intersection of Reese and Cross Roads. My concern is that if Cross becomes a thoroughfare that there will also be an increase in traffic accidents.

Someone at the open house quoted me a figure of approximately 500 cars going up and down Cross Road per hour? That is a HUGE increase - I'm hoping that this was a misquote. It would seem that that figure would apply more to a major highway. A detailed traffic study using Pesante Road as a model would provide a fairly accurate picture of what the traffic is going to be like once the road extensions are completed. That traffic study should be made available to all the residents who will be effected by this construction.

WHAT IS CALTRANS' DETAILED PLAN TO MITIGATE THE DAMAGE TO THE REMAINDER OF THE PROPERTY OWNERS THAT WILL BE LEFT WITH THE PERMANENT CHANGES TO THEIR ENVIRONMENT?

What is also of great concern to those of us who will be living next to the new road extensions is the loss of value to our property. When we purchased property in Prunedale we were not seeking to live next to a busy road. Caltrans actions will change that forever. Gone will be the peaceful, quiet neighborhood that we know. In exchange, we will be getting a busy thoroughfare, a route to the highway. There needs to be some mitigation of damage to us, whether it be monetary or, in the alternative, structure the road so that there is a natural barrier and berms along the way to serve as visual and sound barriers. I've spoken with your Landscape Engineer and she indicated that there are things Caltrans can do to help in this regard. I look forward to future discussions.

The Right of Way Agent suggested that part of the property between the new road and our properties become "greenbelts" so that there is a natural division between the road and the properties involved. I think this is a great solution and one that should be pursued.

WHAT IS CALTRANS DETAILED PLAN TO KEEP THE NEIGHBORHOOD INVOLVED IN THE CONSTRUCTION?

Caltrans is asking this neighborhood to suck up a lot here. I am hoping that it will do all it can to make this major transition as smooth as possible. I think about the most recent project that Caltrans has worked on in the area - the San Miguel Canyon Road project, which took three years to complete and then had to have a portion redone - and I am not reassured about the consideration for the environment and the people working and living in the area.

Caltrans can be as "touchy feely" as it wants to be at the open houses but the proof will be as the project gets under way. I truly hope that Caltrans follows through and keeps its future new neighbors involved in this process.

Thank you.

Alice Henault

Response: Alice Henault

Noise

See Figure 3-31 in the Noise section of the environmental document. Receptor 8 represents a location next to the proposed Pollock Lane extension where an existing noise reading was taken. The noise reading indicated that this location experiences a peak noise level of 63 decibels. The project will not lead to any noise impact at the location of concern. With the project there will be a 1-decibel increase in noise, an increase that is imperceptible to the human ear.

The noise prediction model only indicates an increase by the year 2030 to 64 decibels, an amount that is below the noise abatement criterion for residential uses (67 decibels) that would warrant a soundwall. With Orchard Lane proposed as a dead end road, and the new Pollock Road extension being mostly depressed in cut, a natural berm would be created that should reduce any new visual and noise disturbance caused by the extension. You are correct that with the installation of the concrete median barrier, Pesante Road traffic headed southbound on Route 101 will likely use Pollock Lane and Cross Road to reach the Blackie/Reese overcrossing. Northbound traffic will still be able to enter Route 101 at Pesante Road and also at Reese Circle.

Drainage

We agree that proper drainage is important. However, detailed drainage design will not be available until the final design is complete. During that process, culverts or other drainage structures would be designed to leave the existing drainage patterns unaltered, and contain storm water run-off within the roadway right-of-way. Backwater depths and flood elevations should remain the same. Due to downstream constraints, the new facility will mimic the existing constraints.

California Fish and Game requires that Caltrans obtain a Section 1602 Streambed Alteration Agreement to ensure that any construction activities in streambeds are properly mitigated. Also, the Corps of Engineers requires a Section 404 permit for work in jurisdictional Waters of the U. S. (includes wetlands and streams) and the California Regional Water Quality Board Section 401 permit for water quality is applicable for streams.

Traffic

Traffic on Cross Road is currently 1,300 vehicles per day and is expected to increase to 2,700 vehicles per day by 2010¹, before the Prunedale Improvement Project is complete in the Blackie Road/Route 101 area. Cross Road traffic would increase in 2030 to 4,000 vehicles per day. The Cross Road peak hour volume is projected to be 500 vehicles for 2030. These volumes are easily accommodated by a two-lane road and are consistent with a road that is functionally classified as a collector.


Cross Road, as well as the new connections with Orchard Lane and Pesante Road, would be improved with added shoulders to accommodate the increased traffic and bicycles. Caltrans analyzed the Cross Road and Pesante Road modifications as a design option and determined that it would add more out-of-direction travel than the proposed improvements. Early in the development of the project, the community and Caltrans agreed that the risk of injury or even death every time a resident enters Route 101 from a local road, especially making left-hand turns across the highway, is unacceptably high. Safer access to Route 101 and the local east–west local road separation from Route 101, not more convenient access, is the purpose of the Prunedale Improvement Project.

Public Involvement

Caltrans has and will continue to use various means to maintain public involvement during the development of this project. As we enter the final design phase, property owners affected by the changes are welcome to provide input. We would also like to make the transition as smooth as possible. The final design for the Prunedale Improvement Project would incorporate all practical and feasible mitigation for the impacts identified by the public.

¹ The Metropolitan Planning Organization, the Association of Monterey Bay Area Governments (AMBAG) provided the 2020 regional traffic corridor forecasts for the Prunedale Improvement Project (PIP). The PIP design year (2030) traffic corridor projections were estimated by adding a 2% annual traffic growth rate to the 2020 AMBAG regional traffic forecasts.

Comment: Ray Adams on Comment Card received June 28, 2005



Comment Card

NAME: Ray Adams

ADDRESS: P.O. Box 104 CITY: CAST.ROVILLE, 93012

REPRESENTING: 1011 El Camino real N. Prunedale 93907

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or



I ATTENDED THE CAL. TRANS. MEETING AT THE NORTH COUNTY HI. AN OFFICIAL EXPLAINED THAT IT LOOKS LIKE THE RESIDENTS OF PRUNEDALE WILL LOSE THE BY-PASS WE HAVE WORKED ON FOR SOME 30 PLUS YEARS. THE EXTENSIVE WORK THAT IS PROPOSED TO BE DONE ON THE EXISTING IOI HIWAY (PRUNEDALE'S MAIN STREET) WILL LEAVE US WITH THE SAME PROBLEM WE TRIED TO ELIMINATE, WITH POSSIBLE SAFETY IMPROVEMENTS, FOR SO MANY YEARS AGO. WITH NO ASSURANCE WE ARE NOT FACING ANOTHER 30 YEARS FOR A PROPER SOLUTION TO THIS PROBLEM. SURELY CAL TRANS CAN OFFER A BETTER SOLUTION TO THE PRUNEDALE CITIZENS AND THE TRAVELERS THAT ARE TRYING TO HAVE A SAFE ROUTE TO SOUTHERN CALIF. WITH OUR SINCERE WISHES. THINK ABOUT IT!

RAY ADAMS
PRUNEDALE
Phone # 632-2823



How did you hear about this meeting?

☒ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: _____


Please respond by July 7, 2005

Response: Ray Adams

The Prunedale Improvement Project is designed to improve safety on the existing facility. Unfortunately, the funding is not presently available to address congestion relief with either a bypass or widening of the existing highway. If the \$265 million for the Prunedale Improvement Project were to be saved for a future freeway, we would be neglecting to respond to urgent safety concerns for an indefinite period of time.-

Comment: Debbie Popma on Comment Card received June 29, 2005





Comment Card

NAME: DEBBIE POPMA
 ADDRESS: 1783 ORCHARD W CITY: SAN JUAN ZIP: 93907
 REPRESENTING: ORDER OF ONE OF 106 PARCELS BEING



Do you wish to be added to the project mailing list? ☒ YES ☐ NO ACQUIRED
 Please drop comments in the Comment Box or
 Mail to: California Department of Transportation
 2015 E. Shields, Suite 100
 Fresno, CA 93726
 Attn: Kristen Merriman
 Environmental Planner

I would like the following comments filed in the record (please print):
IF THE FUNDING IS COMPLETE - OWNERS OF
ANY PARCEL BEING ACQUIRED SHOULD BE
ABLE TO INITIATE THE PROCESS NOW
INSTEAD OF WAITING - OUR LIVES ARE ON
HOLD WHILE THE BUREAUCRATIC PROCESS
GRINDS SLOWLY ON - PLUS THE DELAY INCREASES
THE COSTS TO THE TAXPAYERS OF CA - SINCE
PRICES CONTINUE TO RISE - WE SHOULD BE
ABLE TO SELL NOW

How Did You Hear About This Meeting?
☐ newspaper/public notice ☐ newsletter/mailler ☐ notice on website ☒ word of mouth
☐ other: _____

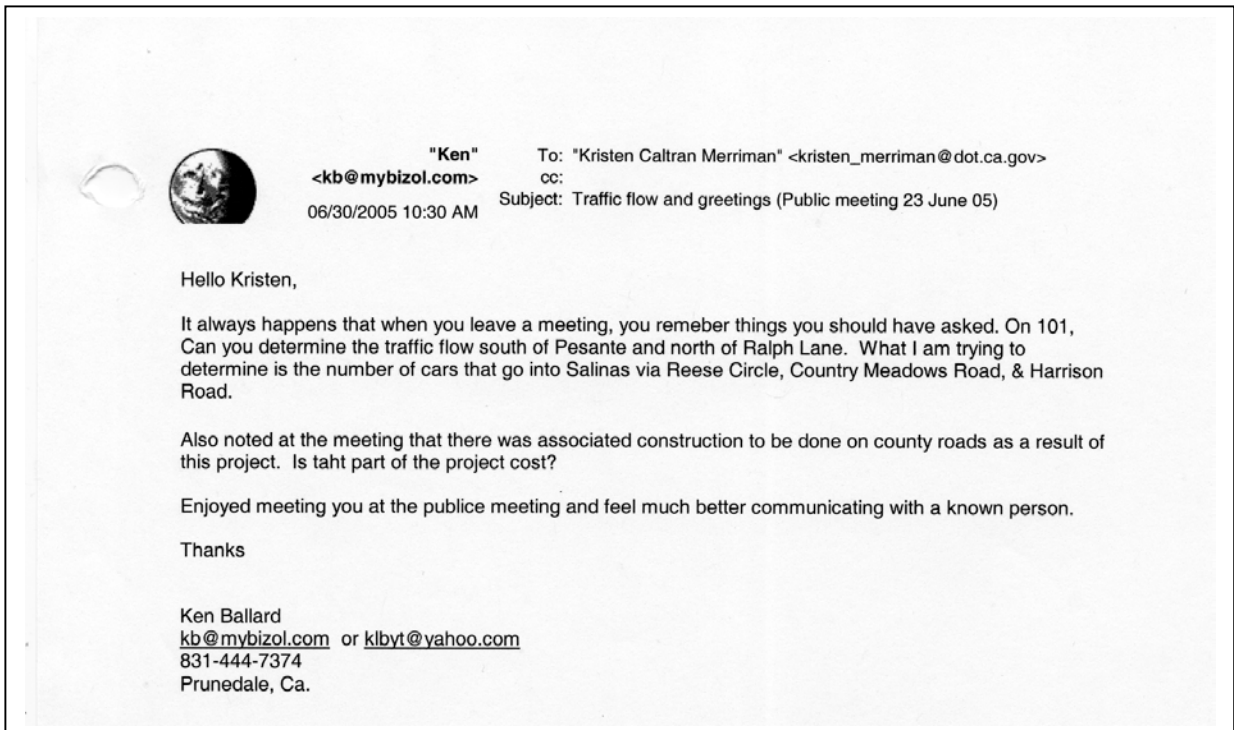
Please respond by July 7, 2005

Response: Debbie Popma

Generally the acquisition process does not begin until the final design determines the specific needs; for the Prunedale Improvement Project that should be in the spring of 2006. You may submit a hardship application, however, and, if the criteria are met, the process can begin earlier. If you are just interested in being among the first property owners contacted concerning acquisition contact Kristen Merriman (559) 243-8306 or email Kristen_Merriman@dot.ca.gov.

Comment: Ken Ballard in email received June 30, 2005




Response: Ken Ballard

Peak hour traffic on Route 101 between Pesante Road and Ralph Lane is projected to increase from 4,850 vehicles in 2004 to 10,700 vehicles by 2030. It is not known how many vehicles on Reese Circle, Country Meadows Road, and Harrison Road are traveling to Salinas. Peak hour traffic on these roads, however, now ranges from 150 to 300 vehicles and is projected to increase to 350 to 1,600 vehicles by 2030.

There are proposed improvements to county roads as part of this project and they are included in the cost of this project.

**Comment: Jan Mitchell on Comment Card received July 1, 2005
addressed to Panel at the Public Hearing June 23, 2005**

<div>JAN MITCHELL "Ranch Forgotten" 70 Carlsen Road Prunedale, CA 93907-1309 Call: (831) 663-3021 Fax: (831) 663-5629</div>	
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Comment Card

NAME: Jan Mitchell

ADDRESS: 70 Carlsen Rd. CITY: Prunedale ZIP: 93907-1309

REPRESENTING: Prunedale Neighbors Group

Do you wish to be added to the project mailing list? ☐ YES ☒ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

*I am receiving now
in duplicate*



I would like the following comments filed in the record (please print):

(see attached)



How Did You Hear About This Meeting?

☒ newspaper/public notice ☒ newsletter/mailer (2) ☐ notice on website ☐ word of mouth

☐ other:



Please respond by July 7, 2005



GENTLEMEN:

THE current North County "Area Plan Policy" for the Monterey County General Plan (in effect currently since 1982) specifically states that the "safety" improvements which CALTRANS is proposing (and implementing) for the PIP is "unacceptable."

I quote:

Policy #39.3.3 (NC) - The County shall support the REROUTING of Highway 101, BYPASSING THE COMMUNITY OF PRUNEDALE; current efforts by CALTRANS to IMPROVE AND UPGRADE THE EXISTING ROUTE SHALL BE CONSIDERED TEMPORARY AND INADEQUATE MEASURES FOR SOLVING THE TRAFFIC AND SAFETY PROBLEMS ON HIGHWAY 101.

Under these circumstances, it would appear the only reason TAMC has supported the PIP upgrades for "safety and operations" is so that they can "APPEAR to be concerned" over the lives which continue to be lost throughout this BLOOD ALLEY corridor.

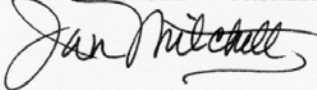
When the PIP constructed the deceleration lane at Pesante Cyn, and the deceleration lane for Blackie Rd., considerable MATURE trees were removed. Trees give some relief to residents to baffle roadway noise. In addition, trees have cleansing properties to cleanse the air of SOME of the tremendous amount of pollution BELCHED by traffic along that corridor daily. These trees have NOT been replaced. It is not surprising that two years ago, we lost one of our own Planning Commissioners, Carol Lacy, to terminal LUNG cancer. Her residence was on Pesante Rd.

The EMERGENCY ASSISTANCE (fire and ambulance transport/paramedic attention) for traffic and accidents, as well as residents welfare for the established community of Prunedale has NOT BEEN ADEQUATELY ADDRESSED.

By shutting off the left turns along the corridor, any EMERGENCY VEHICLES will have to drive "all the way around their elbow to get to their nose" when transporting critical victims to the hospital. Everyone knows that often times in "emergency situations", a minute or two can mean the difference between life and death. This is a critical issue WHICH MUST BE MITIGATED SUCCESSFULLY.

In conclusion, why does CALTRANS traffic analysis NOT include those days and times which are INDEED "peak periods in reality".... We have tremendous tourist traffic which is drawn to this county, which gridlocks traffic on Saturdays, Sundays and holidays. Those are our peak periods---in ADDITION to weekdays at 5:00 p.m.

Jan Mitchell - PRUNEDALE NEIGHBORS GROUP



1

Response: Jan Mitchell

The North County Area Plan

The North County Area Plan (amended April 1997) does support the rerouting of Route 101 to bypass the community of Prunedale, and does state that other measures to improve and upgrade the existing route shall be considered temporary and inadequate for solving the traffic and safety problems on Route 101. The Prunedale Improvement Project is not, however, inconsistent with the Plan. The 2002 resolution passed by the Transportation Agency of Monterey County states (in part) that the Transportation Agency of Monterey County and Caltrans would take a phased approach to addressing transportation needs along Route 101, constructing safety and traffic operational improvements first followed by congestion and long-term relief improvements. The Prunedale Improvement Project addresses the safety and traffic operational needs, but will not reduce congestion.

Therefore, your statement that this project will not be the end-all solution to traffic and safety problems is correct and recognized as such.

Trees

Caltrans also values the cleaner air and shade that mature trees provide. We preserve existing natural resources where possible and minimize and mitigate for changes where needed. Yes, several skyline tall eucalyptus trees had to be removed to create the space needed for the deceleration lanes. Unfortunately, there was not enough existing right-of-way area remaining to plant new trees at that same location. However, 83 native shrubs and vines were planted along the top of the new retaining wall, and 20 new native trees and 80 shrubs were planted in the creek area paralleling Route 101 near Reese Circle. Those trees and shrubs are now about three years old.

There will also be extensive landscaping done as part of the Prunedale Improvement Project. During construction, multiple precautions are taken to protect plant and animal species from harm but sometimes trees and shrubs must be removed. When feasible Caltrans will mitigate for tree and shrub removal by:

- Replacing them within the highway corridor with native and drought tolerant species, and
- Working with local conservation groups, such as the Elkhorn Slough Foundation, to further preserve or restore native plant communities in the region.

Although often perceived to reduce sound, vegetation does not significantly affect sound levels. A 100-foot deep forest with dense understory planting would only reduce noise by 3 to 5 decibels and, therefore, it is not a very effective noise abatement tool.


Emergency Vehicles

Caltrans has coordinated with the North County Fire Protection District of Monterey County over the last several years and is continuing to do so. Yes, because of the required out-of-direction travel, emergency service response times to some areas may be adversely affected. We are working with them to address any concerns they may have. Please see the response to North County Fire Protection District.

Weekend Traffic

The traffic study for the Prunedale Improvement Project addresses only weekday peak hour demands. The 2000 traffic study for the Prunedale Freeway Project, however, also analyzed peak weekend demands. It is acknowledged that neither this project, nor the existing Route 101 facility, accommodates the traffic demands. The purpose of this project, however, is primarily to improve safety and not to increase capacity.

Comment: Phil Robertson on Comment Card received July 2, 2005



Comment Card

NAME: PHIL ROBERTSON

ADDRESS: 14120 BERTACANY CITY: SALINAS ZIP: 93907-1308

REPRESENTING: SELF

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner





I would like the following comments filed in the record (please print):

ON HIGHWAY 101 AT THE RED BARN THERE IS AN
INTERSECTION WITH THE ROAD TO ARNAS. THERE HAVE BEEN
MANY INSURY ACCIDENTS THERE FROM THOSE ENTERING HIGHWAY
101 FROM THE RED BARN AND FROM THE ARNAS ROAD CAN
YOU PUT A BARRIER THERE, OR A STOP LIGHT HAVE
SEEN FOR TOO MANY SERIOUS ACCIDENTS THERE

How Did You Hear About This Meeting?

☒ newspaper/public notice ☐ newsletter/mailer ☐ notice on website ☐ word of mouth

☐ other: _____

  Please respond by July 7, 2005  

Response: Phil Robertson

If you are referring to the intersection at San Juan Road and Route 101, it is outside the limits of the Prunedale Improvement Project, but Caltrans is in the early planning stages for development of an interchange there. Were Caltrans to close the opening at San Juan Road now, traffic that would turn left at the opening would be forced to make even less safe u-turns from another location without acceleration/deceleration or turn lanes. A similar choice of greater safety would prevent installation of a signal. A signal would create an unexpected stop on a state highway, traffic would experience significant delays and the potential for high-speed rear-end collisions would increase substantially.

Comment: John, Annamarie, and Frank Tresch in letter received July 5, 2005 and addressed to Panel at the Public Hearing June 23, 2005

**Amrock Redi-Mix, Inc.
Amrock Masonry Supply
592-H El Camino Real North
Salinas, California 93907
Ph. (831) 449-1565 / FAX (831) 449-4375**

July 5, 2005

California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

RE: COMMENTS ON PRUNEDALE IMPROVEMENT PROJECT EIR

Dear Kristen Merriman,

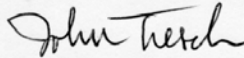
Our company, Amrock Redi-Mix, Inc. and Amrock Masonry Supply has been serving homeowners and contractors in Monterey County and the surrounding areas for 30 years. The location that our business has been at for those 30 years is an ideal location, zoned heavy commercial, fronting right on Highway 101 North, easily accessible for our customers to find, slightly north of Salinas, CA. It's very difficult to run a business in Monterey County when faced with all the rules and regulations, but now with a "new proposed road project" added to the mix, that threatens to wipe out many long established businesses that contribute valuable tax dollars to the local economy, is unthinkable.

Our suggestions and comments to your Prunedale Improvement Project EIR are as follows;

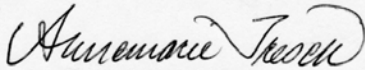
1. Keep the current alignment of Highway 101, from the most southerly point of the project to the proposed interchange just north of Espinoza and Highway 101 (between P&L Barbershop and Storage Lockers), utilize to the fullest extent the properties currently already owned by CALTRANS and some private properties located north of Russell Road and Harrison Road for an OVERPASS designed and engineered to run at an angle and connect to Espinoza Road, rather than the proposed straight through underpass, (see drawing). This would save millions of dollars, by not having to buy privately owned properties, take less fill material and be quicker to build. Much, much less time, material and labor than raising 6 lanes of State Highway over 20 feet high to facilitate construction of an underpass to serve a county road.
2. On the proposed frontage road that will serve the businesses and mobile home park,

etc. west of Highway 101, there is more than enough property to run a two lane road fronting the mobile home park westerly of Highway 101 that can provide access for the businesses north of the mobile home park, if noise is a concern, put up a sound wall as a safety barrier and privacy shield. There is no need to shift over 4 plus lanes of State Highway 101 easterly, to accommodate a 2 lane frontage road and in the process wipe out viable, productive businesses that serve the community.

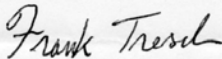
3. If there needs to be access for the proposed 'Rancho San Juan ADC', providing the voters of Monterey County vote in favor of it in November 2005. We would suggest that the proposed interchange, that connects to Harrison Road, be located more on the properties of the 'Rancho San Juan ADC', the reason for this being that they will benefit the most from this proposed interchange, which seems to be designed for easy access to their properties.
4. Safety Improvements along the Highway 101 corridor from Salinas through Prunedale are important, but what will be done to the relieve the congestion of traffic building up and backing up every weekend from Russell Road to past Dunbarton Road, due to a traffic accident, some crowd drawing function on the Monterey Peninsula or the crowd going to the Red Barn Flea Market? Will these proposed safety improvements relieve the traffic congestion, in our opinion we seriously doubt it.



John Tresch
Amrock Masonry Supply



Annamarie Tresch
Amrock Redi-Mix, Inc.



Frank Tresch
Amrock Masonry Supply

cc: Senator Jeff Denham
Monterey County Supervisor Lou Calcagno

Response: John, Annamarie, and Frank Tresch

New Proposal (1-3)

Your proposal, as we understand it, would do the following:

1. Leave Route 101 on its existing alignment and at-grade
2. Construct an overpass connecting Harrison and Espinosa roads for local traffic using properties currently owned by Caltrans
3. Move the new interchange closer to the proposed Rancho San Juan development, and
4. Construct a frontage road on the west side of 101 to serve properties north of Espinosa Road

We assume, that your proposal would also:

5. Include the auxiliary lanes between Russell/Espinosa and the new interchange
6. Close direct access to Route 101 from Russell, Espinosa, and other at-grade access through to the new interchange
7. Construct to current freeway standards, and
8. Locate the new interchange north and east of the proposed project within the properties of Rancho San Juan

Unfortunately, even if Route 101 were to be widened on its existing alignment, additional right-of-way would be required north of Russell/Espinosa to adequately space the frontage road away from the highway traffic lanes, whether or not Route 101 was elevated over the local road. Existing Caltrans property would still not provide sufficient space to construct the facility. The auxiliary lanes proposed between Boronda Road and the new interchange north of Russell/Espinosa Road are to accommodate traffic merging or weaving on Route 101 between the two access points. This makes for a total of six lanes, plus the need to provide access to private properties. This project proposes to upgrade this segment of highway to “freeway” standards. If this project component (upgrading to freeway) were to be postponed only to be incorporated into a future project, it would cost taxpayers additional money to demolish and reconstruct portions of the roadway, and businesses would be impacted twice.

Construction staging is an issue also. Placing a new, widened roadway offset from the existing one makes it possible for the existing Route 101 to remain open while the new facility is being constructed. Regardless of which side is used for widening (east or west), businesses would be impacted. As mentioned in the preceding paragraphs, symmetrical widening may take less property from either side of the highway, but would affect a greater number of properties. Impacts to local area businesses and residences and to local

traffic circulation/access were considered and a number of different design options were also evaluated.

Compensation will be made for any properties that are acquired in part or in total. Businesses may be eligible for relocation assistance as described in the California Department of Transportation publication, *Your Rights and Benefits as a Displaced Business, Farm or Nonprofit Organization Under the Uniform Relocation Assistance Program*.

Rancho San Juan (3)

The location of the new interchange is not to facilitate access to Rancho San Juan or any other specific proposed development in the area. Various interchange placements and configurations were evaluated early in the project development process and found to be more costly and/or have greater impacts than the proposed design. On January 18, 2005, Caltrans filed a lawsuit in the Superior Court in Monterey County regarding the Monterey County Board of Supervisors approval of the Rancho San Juan Specific Plan and the first phase of the Plan, the HYH Butterfly Village Development. Caltrans is concerned about the validity of the traffic impact study used in the Environmental Impact Report to assess the proposed Rancho San Juan's potential impacts to the State Highway System. Caltrans wants to ensure that growth within the County of Monterey is accommodated in a manner that will not adversely impact existing Route 101.


Congestion

Because it does not add capacity to Route 101, the Prunedale Improvement Project will not relieve peak weekend or weekday congestion, nor is that its purpose. The Prunedale Improvement Project is designed to improve safety, although with fewer at-grade access points, and the addition of auxiliary lanes between Boronda Road and the new interchange, traffic flow may be improved for awhile.

Overall, a wide variety of design options were evaluated for the alignment, ramp movements, and grade separation. The build alternative design minimizes environmental impacts and construction costs while maximizing the overall traffic operations for Route 101 and the local circulation system.

It is acknowledged that this project, as with the current Route 101 facility, is unable to accommodate all traffic demands, and there will be times with delays and congestion. However, the purpose of the Prunedale Improvement Project is primarily to improve safety and not to increase capacity.

Comment: Paul and Rosa McCarroll on Comment Card received July 5, 2005



Comment Card

NAME: Paul + Rosa Maria McCarroll

ADDRESS: 19086 Oak Heights Dr. CITY: Prunedale ZIP: 93907

REPRESENTING: Household - Home owner

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or




Mail to: California Department of Transportation
2015 E. Shields, Suite 100
Fresno, CA 93726
Attn: Kristen Merriman
Environmental Planner

I would like the following comments filed in the record (please print):

As improvements are made to the existing 101 Highway through Prunedale, traffic will flow more smoothly and quickly. The improvements will also encourage more development and heavier use. Unfortunately, regardless of the speed limit, faster and increased traffic will aggravate the already hazardous conditions for those residents whose only access is private roadways linked directly to 101. I am one of those residents who have watch the volume of traffic increase to conditions which currently are almost impossible to negotiate during certain times of the day. I encourage you to include in your plans ways to tie these direct 101 access communities to interchange locations. For our community in Oak Heights I request you to connect us to the Echo Valley-Crazy Horse Canyon over pass. Developing interchange access and eliminating private road access will help save lives and prevent accidents.

☒ newspaper/public notice ☒ newsletter/maile ☐ notice on website ☐ word of mouth

☐ other: Thank you, Paul McCarroll & Rosa Maria McCarroll

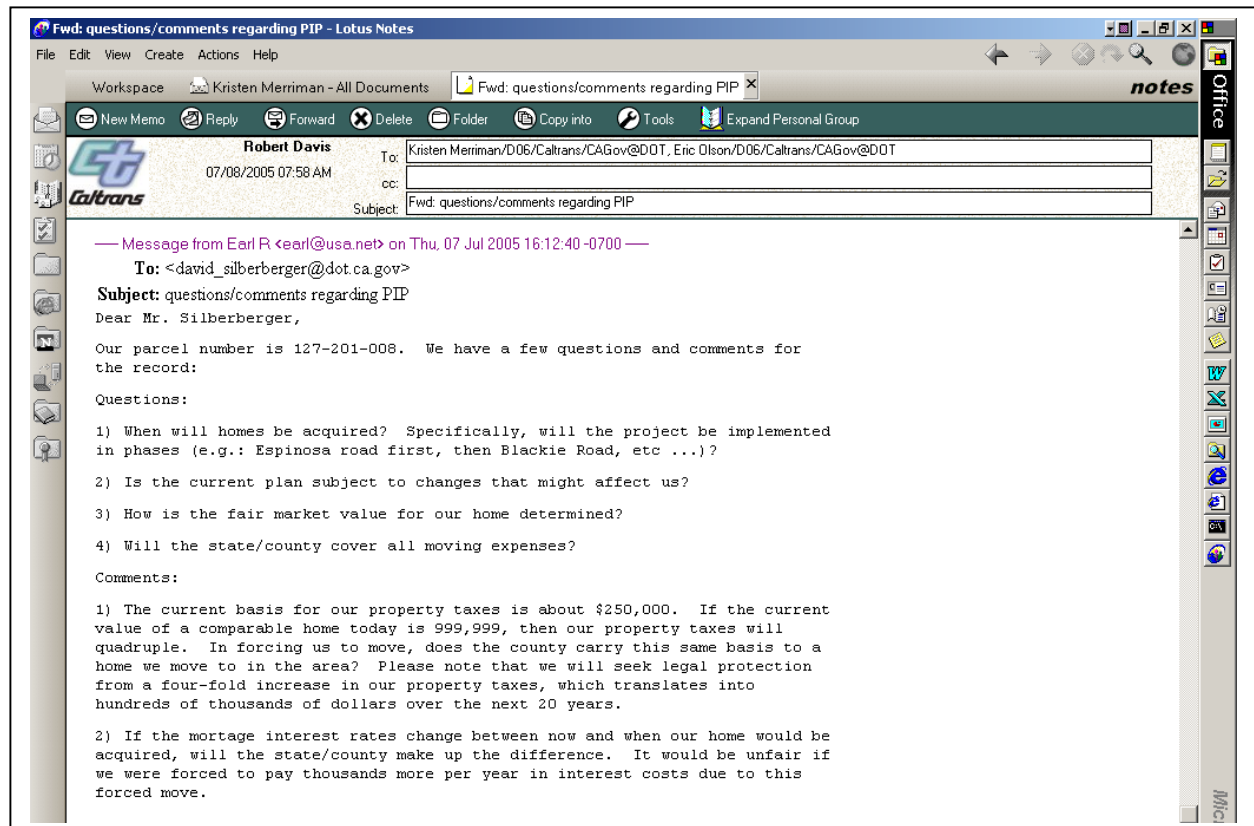




Please respond by July 7, 2005

Response: Paul and Rosa McCarroll

Your concerns about safety for residents attempting to enter Route 101 from at-grade roads and drives are the primary purpose for the Prunedale Improvement Project. With this project, residents of Oak Heights will now access Route 101 via Moro Road either southbound at Tustin Road, or northbound from the interchange at San Miguel Canyon Road. The designated emergency access road would not accommodate local traffic without considerable improvement. These improvements would result in additional impacts and are beyond the scope of this project.

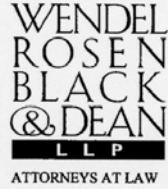
Comment: Earl Ravid in email received July 7, 2005



Response: Earl Ravid

1. Construction phasing for the Prunedale Improvement Project has not yet been determined. Acquiring properties for the project will take 18 to 24 months, but the process could begin with appraisers contacting owners as early as the spring of 2006. Construction is anticipated to begin in the spring of 2009, but specific timing for the different elements of the project will be determined during final design.
2. Yes, the current plan is subject to change and modifications may be necessary up until the project is constructed. It is unlikely, however, that there would be any significant change that would affect your property.
3. The fair market value will be determined with an appraisal based on comparison with similar properties on the market at the time. A Caltrans right-of-way agent will explain the specifics of the process to property owners at the start of the acquisition process.
4. Caltrans provides a moving expense allowance as part of the relocation services. Details will be explained to the property owners at the start of the acquisition process.
5. Caltrans relocation services also provide for property owners who meet the criteria to move their tax base to the new property.
6. There are provisions for interest offsets for property owners relocated by public agencies.

Comment: Bruce Lymburn in letters received July 7, 2005



1111 Broadway, 24th Floor
Oakland, CA 94607-4036

Post Office Box 2047
Oakland, CA 94604-2047

Telephone: (510) 834-6600
Fax: (510) 834-1928
blymburn@wendel.com

July 7, 2005

VIA E-MAIL: KRISTEN_MERRIMAN@DOT.CA.GOV

Caltrans
Attn: Ms. Kristen Merriman
2015 East Shields, Suite 100
Fresno, CA 93726

Re: Prunedale Improvement Project (the "Project")/Draft Environmental Impact Report - Environmental Assessment ("DEIR")/ Route 101 North of the City of Salinas in Monterey County/ 05-MON-101-KP R146.8/161.6 (PM R91.2/100.4) EA 05-0161E0

Dear Ms. Merriman:

This firm represents John L. McDonnell, Jr., the Trustee of the Jarvis Replacement Administrative Trust (the "Jarvis Trust"). The Jarvis Trust owns two properties that would be impacted by the Project: (1) the Jarvis Ranch, a 334-acre farm located adjacent to Route 101 just South of Russell/Espinosa Roads, and (2) an approximately three acre commercial parcel directly across Route 101 from the Jarvis Ranch and also adjacent to Route 101.

This letter sets out the Jarvis Trust's comments on the DEIR.¹ These comments are based upon an analysis of the DEIR prepared by the The Planning Collaborative, Inc., and DKS Associates, both of Oakland, California.

The Jarvis Trust first and foremost sees the Project as a critically important solution to the regional transportation problems and concerns which have plagued the Prunedale/101 corridor for decades. Subject to our comments set out in this letter and its companion letter of this date, we believe that the Project should be implemented as soon as practical to address safety and operational concerns, so that it will become a conduit for future necessary traffic improvements in the greater Salinas and Prunedale corridor.

However, we have the following comments and questions about the DEIR:

¹ In a separate letter of this date the Jarvis Trust also is commenting on the Project's specific impacts on parcels owned by the Jarvis Trust.

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1. Why Does The DEIR Omit an Identification, Assessment or Evaluation of Regional Traffic And Circulation Impacts Caused By The Project?

In the DEIR's summary of Major Potential Impacts from Alternatives - Traffic and Transportation (page vi.), the only vehicular traffic impact listed under the Build alternative is "improvements to safety and local circulation". There is no traffic analysis in the document to support the conclusion that the Project will improve local circulation.

Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities (page 64), which should address traffic impacts, is a total of only two pages.

In Section 3.6.3 Impacts (page 65), the document states "New local roads and extensions of existing local roads would mitigate lost access to Route 101 and enable some local travel, currently required to enter the highway, to be conducted off of the highway." The DEIR does not present any description of such new local roads and extensions, or any other analysis, to support this statement. Further, the DEIR does not propose any mitigation measures (Section 3.6.4, page 66) to either provide these new or extended local roads, or to mitigate new congestion on local roads caused by the two new interchanges.

2. Why Does the DEIR Omit Future Traffic Projections?

The DEIR states on page 43 that "the future traffic projections in this draft environmental document are based, at least in part, on the assumption that the Rancho San Juan Project will be developed as proposed." We are not aware of any such future traffic projections presented in the DEIR, in particular the traffic projections for local roads impacted by the Project. Since these projections are omitted, it is difficult (if not impossible) for us to give meaningful comment on the DEIR.

3. Why Does the DEIR Omit an Analysis of the Project's Impacts On Local Road Congestion?

The consolidation of 67 existing at-grade access points (and also the elimination of 24 left turns across traffic) to three controlled interchanges (one already exists) will certainly have impacts on the local roads which access these new interchanges. Since the present Route 101 configuration distributes access points across much of the Route's length within the Study Area (which indeed is the cause of many operational and safety issues addressed by the Project), the new configuration will allow traffic to enter and leave the freeway at only three points. Of course this is a major safety and operational improvement to 101, but DEIR does not evaluate the considerable congestion on local roads that will occur when current access points are closed and traffic is redirected to the new interchanges. This seems quite odd considering that the prior Open House held for the Project on October 29, 2003 (page 141, DEIR) identified the main concerns by the participants included "access to and from Route 101, local circulation and road connections..." It would follow logically that the DEIR would analyze Project impacts on 101

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access and local road connections. Since this was not done, it is difficult (if not impossible) for us to comment on the Project's impacts, and thus the DEIR is incomplete.

4. Why Does the DEIR Fail to Address Impacts on the Proposed Interchange Resulting From Harrison Road Access And From Salinas' New Growth Areas?

The proposed interchange will be accessed from only the East side of 101 via Harrison Road. No access point from the West side of the new interchange is planned. Most traffic using the interchange via Harrison Road will originate from the South through the Harrison Road/Russell Road/North Main St. intersection. Undoubtedly, the new interchange will be well-utilized by North Salinas traffic that would normally use the Boronda interchange and the various current at-grade access points near the proposed interchange. However, the DEIR does not provide any analysis of the extent of this utilization.

Additionally, substantial new traffic will be coming from the Salinas "New Growth Areas" Southeast of the interchange (12,000 new residential units, substantial commercial) and the proposed Rancho San Juan development to the East of the new interchange (4,000 new residential units, 373,000 sf of retail/community space, 2,400,000 sf of light industrial/business park use, 243,000 sf of new office development, and golf course), etc.² The DEIR does not evaluate the impact of current and future traffic on these local road connections. Also, the DEIR does not list planned improvements for local roads that are outside the Project study area that would assist in relieving local road congestion adjacent to the new interchanges.

5. Why Is A Potential Connection To Espinosa Road From The West Side Of The New Interchange Not Discussed Or Analyzed In The DEIR?

As mentioned in the Paragraph 4 above, substantial current and new traffic will be directed via Harrison Road to the new interchange. A Western connection to the new interchange would certainly lessen the potential local congestion on Harrison Road and Harrison Road/Russell Road/North Main St. intersection. This connection would address Eastbound traffic on Espinosa Road attempting to access the new interchange and could potentially connect to the future Western By-pass which would allow traffic from the West side of 101 in the Boronda area to access the interchange without having to go through the Harrison Road/Russell Road/North Main St. intersection.

The study area map of the biological section of the DEIR (Figure 3-22, page 107) shows the Study Area extending from the new Russell/Espinosa interchange Westward and Southerly to Espinosa Road. This suggests the West side roadway connection described above. The Salinas General Plan in 2002 also indicated this Espinosa Road connection. It would logically follow that the transportation section of the DEIR should analyze this connection or discuss it as an "alternative considered and withdrawn" (Section 2.3, page 35).

² See the Rancho San Juan Specific Plan.

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The Biologic Assessment was completed in April 2005 (page 153) long after many other studies and maps were completed that are included in the DEIR. It concerns us that such an important connection, completing the full functionality of the new interchange and allowing full access from both the West and the East, would not earn a mention in the DEIR. Is it possible that some impact associated with this Western connection to Espinosa Road caused this option to be disregarded? If so, this potential connection and its withdrawal should be discussed in the DEIR.

6. Does The Current New Interchange Design Accommodate One Or More Potential West Side Connection Alternatives To Or Through Espinosa Road?

Over the past few years it appears that several alternative routes have been in discussion among local agencies regarding the west side connection to the new interchange. Some of these include: 1. the route (shown initially in the 2002 Salinas General Plan) through property to the west of the interchange connecting to Espinosa Road approximately 5,000 feet west of the freeway; 2. a connection along an existing local road connecting to Espinosa approximately 2,000 feet west of the freeway; and 3. a straight line connection from the interchange to the city's current Western Bypass design terminating in the vicinity of the Boronda Interchange.

The full functionality of the new interchange will not be realized until a West side connection is made to Espinosa Road. This critical connection, while not part of the current Project, should be analyzed within the DEIR to ensure that this future connection is feasible and not precluded by an impact which is yet unknown. This can be best addressed by analyzing alternative routes such as the route described above as it appears on the Biological Study Area Map (Figure 3-22, page 107) and other potential routes which may or may not be feasible and satisfy operational and safety concerns.

7. The DEIR Does Not Address Access To 101 During The Construction Period. Will The Current Access Points To 101 From Espinosa And Russell Roads Be Consistently Maintained During The Construction Period? Will Construction Of The Harrison Improvements Be Staged Sufficiently So That Access To The Freeway In This Area Will Be Uninterrupted?

The local access provided by the Russell Road and Espinosa Road on and off ramps is an important component of the local road system which would suffer if interim access was shut off by project construction. There is no mention in the DEIR of planned mitigations, such as maintenance of uninterrupted existing access, adequate detour plans, and the like. It is necessary that the EIR address this concern and provide an opportunity for local residents to evaluate the adequacy of the mitigations to be proposed by Caltrans.

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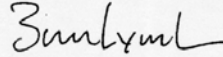
8. What Are The Known And Possible Risks That The Anticipated 2009 To 2012 Construction Timetable Could Be Delayed And If So, How Much Of A Delay Could Be Anticipated?

Given the dependence of local residents on access to Highway 101, the level of certainty regarding Caltrans construction schedule is of great importance. The DEIR does not affirm the project's construction schedule and provide assurances of state and federal funding. In addition, the project timing of the PIP process leading up to construction, including certification of the EIR, project listing, acquisition of R/W, project construction, and any temporary traffic measures that will be employed during or after construction, has not been detailed and should be provided.

We look forward to your consideration and response to our questions and comments. Please do not hesitate to contact me for clarification or for additional information. Good luck with the successful implementation of the Project.

Very truly yours,

WENDEL, ROSEN, BLACK & DEAN LLP

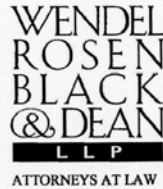


Bruce Lymburn

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July 7, 2005

VIA E-MAIL: KRISTEN_MERRIMAN@DOT.CA.GOV

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Re: **Prunedale Improvement Project (the "Project")/Draft Environmental Impact Report - Environmental Assessment ("DEIR")/ Route 101 North of the City of Salinas in Monterey County/ 05-MON-101-KP R146.8/161.6 (PM R91.2/100.4) EA 05-0161E0**

Dear Ms. Merriman:

This firm represents John L. McDonnell, Jr., the Trustee of the Jarvis Replacement Administrative Trust (the "Jarvis Trust"). The Jarvis Trust owns two properties that would be impacted by the Project: (1) the Jarvis Ranch, a 334-acre farm (parcel number 253-012-053) located adjacent to Route 101 just South of Russell/Espinosa Roads, and (2) an approximately three acre commercial parcel across Route 101 from the Jarvis Ranch (parcel numbers 253-012-065 and 253-012-066).

This letter sets out the Jarvis Trust's comments on the DEIR that relate to the Project's impacts on the Jarvis Trust properties.¹ These comments are based upon an analysis of the DEIR prepared by The Planning Collaborative, Inc., and DKS Associates, both of Oakland, California. We have the following questions and concerns about the DEIR:

1. **Land Use: Does Caltrans Currently Intend To Acquire All Or Portions Of The Jarvis Trust Properties (Parcel Numbers 253-012-065 And 253-012-066) East Of Highway 101? If Not, What Is Our Assurance That R/W Expansion And/Or Additional Easements Will Not Be Necessary As The Design Of The Roadway Proceeds?**

Based on our analysis of Figure 2-2 in the DEIR (and other exhibits), the drawing appears to indicate that the project and Caltrans R/W will encroach on the east side property of the Jarvis

¹ In a separate letter of this date the Jarvis Trust also is commenting on the DEIR's analysis of the Project's impacts on regional and local transportation.

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Trust. On the east side of the freeway the new R/W appears to impact the western boundary of the two smaller parcels by locating the boundary about 25' eastward from the existing R/W for the entire 900+/-' length of the two parcels. This acquisition would encompass about 0.50 acre, and practically may result in a taking of the entire Jarvis Trust property by making the residual parcels unusable.

However, a recent plan drawing showing the *Prunedale Improvement Project (Project Improvements in the Russell/Espinosa Area)* provided by Caltrans depicts an overpass design supported by a retaining wall which is set back westward from the Jarvis property by approximately 15 ft., indicating that no encroachment onto the Jarvis eastside parcel and no expansion of the Caltrans R/W is contemplated at this time. We are not sure if this R/W includes the soundwall on top of the retaining wall of the freeway overpass as recently discussed by Todd Jarvis with Caltrans at the June 23, 2005 Public Hearing. Please clarify this issue.

We also understand that a temporary construction easement will be necessary on the Jarvis parcel to construct the retaining wall and soundwall. At what point in time in the Caltrans design process will a final design be available to assess the amount of encroachment by Caltrans onto these east side properties?

2. Land Use: How Much Land Does Caltrans Currently Intend To Acquire On Portions Of The Jarvis Trust Properties (Parcel Number 253-012-053) West Of Highway 101? How Much Is The Design Plan For The West Side Likely To Change And Possibly Increase The Amount Of Land Acquisition As The Design Of The Roadway Proceeds?

The proposed R/W on the Jarvis Ranch property appears to form a triangular acquisition along the very eastern boundary of the property adjacent to the existing freeway. This R/W extension is approximately 2100 feet long and varies in width from 0 to about 150'. Approximately 4.6 acres would appear to be contemplated for condemnation. Within this R/W will be slope fill for the elevated roadway and a detention basin. Additionally there is an approximately 1.35 acre temporary construction easement identified in the DEIR adjacent to the new R/W. The new R/W encompasses about 100' of open channel of Santa Rita Creek which would need to be culverted.

At what point in time in the Caltrans design process will a final design be available to assess the amount of encroachment by Caltrans onto these west side properties?

3. Land Use: What Is The Impact Of The Project On The Jarvis Trust's Current Development Plans For The Jarvis Properties On Both The East And West Side Of The 101?

The Jarvis Trust has been planning development of its property for decades and actively pursuing development of its property for several years on both sides of Highway 101. The 2002 City of Salinas General Plan has designated the Jarvis property east of the freeway as retail land use providing for an intensity of development of 0.4 FAR (Floor Area Ratio). The plan also

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promotes mixed-use within its retail designation, allowing for 10 residential units per *gross acre* in addition to the retail land use development. For the Jarvis property's 3.1 acres on the east side this would allow approximately 54,000 sq. ft. of retail land use and additionally the potential *net* development of approximately up to 30 to 40 dwelling units or more. If no retail is included, the site could alternatively be developed up to approximately 70 to 80 dwelling units or more.

4. Land Use: Why Does The Proposed Widening Of Espinoza Road And Expansion Of R/W Appear To Be Primarily On The Jarvis Ranch Property? The Expanded R/W Sets The Stage For The Destruction Of Three Existing Wells On The Ranch Which Are Critical To Future Viability Of Agricultural, Commercial and Residential Operations at the Jarvis Ranch.

Our analysis of the DEIR (Figure 2-2, page 17) shows an expansion of the R/W south of Espinoza Road of approximately 30 to 50 feet in width and 600+ in length. Near this area are three of the four primary agricultural wells on the Jarvis Ranch that serve existing agricultural irrigation needs, and which may serve future commercial and residential needs.

The Transportation Authority of Monterey County ("TAMC") has announced its intention to widen and expand Espinoza Road at some future point. When it does so, it will have to tie into Espinoza Road as reconfigured by Caltrans as part of the Project. When TAMC does so, it will destroy the Jarvis Ranch wells.

The destruction of these wells threatens the economic viability of the Jarvis Ranch, and in effect might result in a taking of the whole Jarvis Ranch as there is no assurance that local authorities would allow permits for drilling new wells (water shortages, etc.) and that getting power to the new wells, costs, delays, etc. could put the Jarvis Ranch out of business for a year. Further, developing new wells will be costly and there is no guarantee that their production levels will meet the current needs of the Ranch.

The primary taking for the expansion of Espinoza Road on the Jarvis Ranch property seems unbalanced as properties to the north of the Road remain largely unaffected. The Project's expansion of Espinoza Road should be reconfigured to include properties on the North side of Espinoza Road, so that TAMC's later expansion will not need to encroach on the Jarvis Ranch's wells.

5. Hydrology And Floodplains/Stormwater And Water Quality: The DEIR (Sections 3.8 And 3.9) Does Not Address The Project's Impacts On the Jarvis Trust's Properties, Including Little Bear Creek Which Runs Under 101 And Through The Jarvis Ranch Property To Santa Rita Creek.

a. Little Bear Creek Culverting. One of our primary concerns is that additional culverting of Little Bear Creek caused by expansion of the roadway and increased stormwater drainage from additional impervious surfaces will exacerbate flooding, erosion and scouring of the creek channel. Currently Little Bear Creek is overloaded from additional

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stormwater runoff directed to the creek in the past decade. The DEIR states that all additional stormwater created by the project will be addressed by compliance to Provision C.3 to the National Pollutant Discharge Elimination System (NPDES) stormwater permit requirements. However, there is no information on the criteria for the design storm, how additional stormwater will be handled, where it will be directed, what the capacity of the detention basins will be, and what additional mitigation measures and structures will be created to protect the creek and the downstream Jarvis Ranch property and other properties.

We believe that the DEIR needs to address potential project impacts to the creek cause by the Project and the creation of detention basin and culvert. Until the DEIR analyzes in detail stormwater runoff impacts and mitigation infrastructure impacts, we believe that DEIR is inadequate.

b. **Rancho San Juan Cumulative Impacts.** Further, the DEIR does not analyze how the Project environmental impacts relate to the impacts caused by the recently-approved Rancho San Juan project.

The Project as defined in the DEIR contemplates that Caltrans will condemn approximately 4.6 acres of Jarvis farmland on the West side of Highway 101, in part to accommodate a proposed detention basin. Across from the Jarvis farmland on the East side of Highway 101 is the large Rancho San Juan development approved by the County of Monterey Board of Supervisors in December, 2004. The Rancho San Juan development includes proposed construction of 4,000 mixed residential units, a town center with 374,000 square feet of community and mixed use retail space, 2.4 million square feet for light industrial, business and office park space, 243,000 square feet of office space, an 18-hole golf course and clubhouse, 568.5 acres of enhanced open space, 84.5 acres of parkland, and infrastructure.

There are five lawsuits currently pending regarding the unmitigated adverse impacts that the Rancho San Juan Specific Plan Project may have, including lawsuits by Caltrans, the City of Salinas and the Jarvis Trust. A central issue to the City of Salinas and the Jarvis Trust is the discharge of excess urban water runoff that would travel from the Rancho San Juan Specific Plan area under Highway 101, where it would be discharged on the West side of Highway 101 into earthen ditches on the Jarvis farmland and then spill into Santa Rita Creek where that excess urban water runoff would travel downstream affecting other farmers.

Previously, the engineering firm of Schaff & Wheeler prepared a study for the Monterey County Water Resources Agency that showed that this sensitive earthen waterway system and surrounding farmland was already overtaxed and additional infrastructure was needed. The Rancho San Juan EIR failed to adequately address the impact of this all new urban water runoff outside the boundaries of the Specific Plan area itself, once it reached this sensitive environment where the new urban water runoff would add a significant increase in the volume of water that this earthen waterway system has to accommodate.

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The area in the vicinity of Santa Rita Creek is already in a base floodplain, and hence there needs to be a heightened sensitivity to the environmental impact on this floodplain of the Caltrans proposed nearby detention basin. These significant adverse impacts of further water buildup outside the boundaries of any easement or taking area is insufficiently mitigated by Caltrans, given the environment in which it is being placed. Other questions include Caltrans plans to control the breeding of mosquitoes in this area on the edge of an increasingly urbanized area

Thus we believe that the DEIR is deficient to the extent that it fails to consider Rancho San Juan urban water runoff and the cumulative impact that the Project will make on Little Bear Creek, Santa Rita Creek, and the already delicate earthen waterways in the region. Since Caltrans will already need to treat any contaminated water coming off of the surface of Highway 101 before its discharged onto the raw land, Caltrans should construct further infrastructure to address the potential flooding and erosion caused by the Project's water contribution and mitigation infrastructure.

6. The DEIR Does Not Fully Evaluate The Specific Visual And Aesthetic Impacts (Section 3.7) Of The Grade Separated Roadway Which Fronts Both Jarvis Trust Properties On The East And West Side Of 101. We Believe The DEIR Should Evaluate Both The Visual/Aesthetic And Fiscal Impact Of The Separated Roadway And In Particular The Addition Of A Combined Soundwall And Retaining Wall Adjacent To The Jarvis East Side Parcel.

The addition of the grade separated fly-over at Russell/Espinosa Road will cause substantial visual impacts from both Jarvis properties on the east and west side of 101. According to the DEIR and plans provided to us by Caltrans grade separation will be evident from these properties by a 3:1 or greater slope on the west side and a combined retaining wall and soundwall on the east side of 101.

On the east side of the freeway, our understanding is that, a soundwall (12-14' high) will be placed at the top a retaining wall (height unknown) adjacent to the Jarvis property according Figure 2-2 (page 17) and plans received from Caltrans. Thus, the Jarvis parcel would view west into this combined wall that potentially reaches a height of 25 feet or more. We can reasonably assume that the view from the parcel towards the west will be restricted and diminished. Also, natural light will be restricted by the height of the combined wall and may cause portions of the site to be in shadow during much of the day.

It is not known if the soundwall (or retaining wall for that matter) will be a "mitigated" soundwall, that is, having a decorative appearance rather than a CMU look, or if substantial planting at the base of the combined wall will be included to address the visual impact of the retaining and soundwalls. The DEIR should evaluate the specific visual, aesthetic, and reduction of light impacts caused by the addition of the combined wall with recommended mitigations. Also, the fiscal impacts of the combined wall in terms of reduction of property value should also be evaluated.

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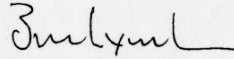
On the Jarvis Ranch property west of 101, it is evident that a substantial slope will be required to achieve the new alignment and grade separation as shown in the DEIR (Figure 2-2, page 17). However, it is difficult to discern from the DEIR the extent of the slope both vertically and horizontally and subsequent visual impacts. Certainly this fill slope will restrict eastward views from the eastern portion of Jarvis property. The DEIR does not address the impact of this slope nor recommends mitigation measures.

The other potential visual concern for the Jarvis Ranch property is the detention basin planned in the northeast corner of the expanded R/W. Our understanding is that typical detention basins can have an engineered "boxy" look and may detract visually from potential future development on the Jarvis Property. The DEIR does not address the visual impacts of this basin nor provide mitigation measures to ensure aesthetic compatibility with current or future development of the property.

We look forward to your consideration and response to our questions and comments. Please do not hesitate to contact me for clarification or for additional information. Good luck with the successful implementation of the Project.

Very truly yours,

WENDEL, ROSEN, BLACK & DEAN LLP



Bruce Lymburn

BSL/bms

cc: John McDonnell, Esq. (via email)
Mr. Jeff Grote, The Planning Collaborative (via email)
Mr. Daniel Bucko, The Planning Collaborative (via email)
Mr. Mark Spencer, DKS Associates (via email)
Mr. Todd Jarvis (via email)
Mr. James Jarvis (via email)

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Response: Bruce Lymburn

(Letter reference 012912.0001\748465.2)

Your provisional support for the Prunedale Improvement Project is noted.

1. Traffic

Section 3.6.3 of the Draft Environmental Impact Report/Environmental Assessment indicates that the proposed operational improvements would have a positive impact on the traffic operational characteristics of the Route 101 expressway and the connecting local circulation system. This statement is based on the June 2004 Traffic Operational Analysis, Supplemental Report, Prunedale Improvement Project, which indicates that in 2030 the Prunedale Improvement Project Route 101 ramps and connecting local street intersections would have a peak Level of Service (LOS) of D or better for 21 of 23 locations.

The Draft Environmental Impact Report/Environmental Assessment for the Prunedale Improvement Project (text on pages 11-13, Figures 2-1 and 2-10) describes and depicts the project improvements, including the new local roads and extensions. Proposed access closures and consolidation create local out-of-direction travel for many local properties. Early in the development of this project, however, the community and Caltrans agreed that the risk of injury or even death every time a resident enters or exits Route 101 from a local road, especially making left-hand turns across the highway, is unacceptably high. Safer access to Route 101, not faster or more convenient access, is the purpose of the Prunedale Improvement Project. The funding for the Prunedale Improvement Project is limited and the project scope is outlined in the Environmental Impact Report/Environmental Assessment.

2. Traffic Projections

The Draft Environmental Impact Report/Environmental Assessment for the Prunedale Improvement Project summarizes the analysis of future (2030) traffic projections for many of the local roads impacted by the project. The details of this analysis are provided in the June 2004 Prunedale Freeway Traffic Operational Analysis, Supplemental Report, Prunedale Improvement Project. The Metropolitan Planning Organization, the Association of Monterey Bay Area Governments (AMBAG) provided the 2020 regional traffic corridor forecasts for the Prunedale Improvement Project Supplemental Traffic Report. The Prunedale Improvement Project design year (2030) traffic corridor

projections were estimated by adding a two-percent annual traffic growth rate to the 2020 AMBAG regional traffic forecasts.

3. Access

All at-grade access to Route 101 has not been eliminated (67 consolidated to 3 as stated in your comment); rather the number has been reduced and those remaining will only allow right turns to and from the highway. The consolidation would increase traffic on some local roads. Caltrans would provide improvements on some local roads, however, and anticipates it would be well within the capacity of those roads to accommodate the increase.

4. Land Use

The Prunedale Improvement Project focuses on improving existing Route 101 and local street traffic conflicts by separating local and regional traffic and using existing local street connections.

5. New Interchange

The option was considered, but because of limited project resources and recognition that west access to Espinosa Road could be provided by Harrison Road with fewer environmental impacts, it was removed.

6. New Interchange Connection

The Prunedale Improvement Project does not preclude a west side connection at the new interchange north of the Route 101/Espinosa Road intersection. A west side connection at the new interchange was not included in the Prunedale Improvement Project due to limited project resources. This proposed interchange, along with its connection to existing Harrison Road, minimizes environmental impacts while addressing the regional and local traffic operational deficiencies at the existing Espinosa/Route 101 at-grade intersection.

7. Construction

A Traffic Management Plan will be developed during the final design stage that begins in January 2006. During final design Caltrans will determine the details of detours, access from Route 101 to connecting local roads, public information outreach, and other techniques to minimize traffic disruption and plan for property access during construction. Community input is encouraged.

8. Schedule

The anticipated 2009/2012 construction timetable is based on the factors you described in your comments. Currently funding is available for the Prunedale Improvement Project,

but, again, circumstances can change. There are essentially four major pieces to the development process for this project:

- The Preliminary Design and Environmental Document phase is complete once the Project Report is approved.
- The Project Specifications and Estimates phase, which includes final design, follows the Preliminary Design and Environmental Document.
- Right-of-way acquisition begins during Project Specifications and Estimates and is expected to be complete by January 2009.
- Ready to List begins when the Project Specifications and Estimates package is put out to bid and the construction contract/s is awarded.
- Construction completes the process. The traffic measures used during construction would be included in the Traffic Management Plan that is completed during final design.

(Letter reference 012912.0001\748465.2)

1. Land Use (future design changes)

Preliminary engineering indicates that Caltrans may be acquiring a construction easement from the Jarvis Trust properties (Parcel Numbers 253-012-065 and 253-012-066) on the east side of Route 101 to build retaining walls and soundwalls within the Caltrans right-of-way. The construction easement would be needed on these properties should these features be retained in the final design. Final design engineering would determine the actual boundaries of the construction easements.

2. Land Use (acquisition and easements required)

Preliminary engineering indicates that Caltrans may be acquiring property from the Jarvis Trust (Parcel Number 253-012-053) on the west side of Route 101 to accommodate fill slope and build drainage facilities. Acquisition of portions of this property would be needed should these features be retained in the final design. Final design engineering would determine the actual boundaries of the drainage facilities and proposed purchase.

3. Land Use (future development plans)

The Prunedale Improvement Project Draft Environmental Impact Report/Environmental Assessment cannot predict development plan potential for the Jarvis Trust properties, but does consider the environmental effects of the Prunedale Improvement Project on the properties. Once maps are available to indicate specifically the portion of the properties required for the project, as well as points of access that would be available, a Caltrans right-of-way agent will meet with representative of the Jarvis Trust to inspect the property. The appraiser will analyze the property and examine all features that contribute

to its value. Information about the property, including present use, improvements, zoning, etc. should be given to the appraiser to ensure that a fair value is assigned to the property. Caltrans goal is that the property owners not suffer a financial loss as a result of a purchase of portions of the Jarvis Trust properties. Every effort would be made to measure any damage to the remainder of a property and compensate for the damages that cannot be reasonably mitigated.

4. Land Use (impacts to wells)

A wide variety of design options were evaluated for the Prunedale Improvement Project's proposed new interchange north of the existing at-grade intersection at Espinosa and Route 101. The build alternative design as a whole, including the new interchange, minimizes environmental impacts and construction costs while maximizing the overall traffic operations for Route 101 and the local circulation system. The new interchange location is consistent with the Salinas General Plan and the Monterey County General Plan. The Prunedale Improvement Project does not impact the water wells that are described.

5. Hydrology

- a. Caltrans' policy is to contain all storm water generated by increased project impervious surfaces within Caltrans right-of-way. Additional storm water can be stored in the side ditches, medians, etc. The proposed improvements in the Santa Rita Creek watershed adds an impervious area that amounts to less than 0.1 percent of the total watershed area. The increase in peak runoff discharge would be insignificant. We are currently studying the use of detention basins and drainage swales to reduce peak storm water flow rates. Final design will determine the actual storm water storage areas and the project's responsibility for any improvements to Little Bear Creek.
- b. As you have indicated, the Rancho San Juan development is subject to considerable uncertainty. The Prunedale Improvement Project traffic studies assumed the Rancho San Juan project would be developed as proposed. The Prunedale Improvement Project would not contribute to cumulative impacts to Little Bear Creek, Santa Rita Creek, or the delicate earthen waterways mentioned in your comment.

Northern Salinas Valley Mosquito Abatement District is responsible for inspection and mosquito control in the Prunedale and Salinas areas. Caltrans designs storm water and storage basins for inspection and maintenance access and to standards that minimize time during which shallow water is allowed to remain.

6. Visual Aesthetics

The Prunedale Improvement Project Draft Environmental Impact Report/Environmental Assessment provided a detailed visual simulation of a proposed soundwall near White Road. While the Draft Environmental Impact Report/Environmental Assessment did not specifically simulate post-project views at the Jarvis Trust properties, the text indicates that mitigation treatments are available to minimize visual and aesthetic impacts of soundwalls.

Comment: William G. Theyskens, R.G., C.E.G., C.Hg. in letter received July 6, 2005 and addressed to Panel at the Public Hearing June 23, 2005

July 7, 2005

COMMENTS SENT VIA EMAIL

CALTRANS
Attn: Kristen Merriman
2015 East Shields, Suite 100
Fresno, CA 93726

Subject: Written Comments on the Draft Environmental Impact
Report/Environmental Assessment for the Prunedale Improvement
Project dated May 2005

Dear Ms. Merriman,

I appreciate the opportunity to provide comments on behalf of the Prunedale Preservation Alliance, an organization that I Chair. I live at 17721 Berta Canyon Road, approximately 0.1 mile east of Highway 101. As a California Registered Geologist, Certified Engineering Geologist and Certified Hydrogeologist, I hope that my comments are given due consideration.

Unfortunately, I only recently became aware that this document had been released for review and comment. I have therefore not had an opportunity to review the document in its entirety, nor to comment to the extent I may have otherwise. As such, I will only comment on a few items.

Respectfully submitted,

William G. Theyskens, R.G., C.E.G., C.Hg.
17721 Berta Canyon Road
Prunedale, CA 93907
(831) 663-1302

COMMENTS ON THE
DRAFT
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT
FOR

THE PRUNEDALE IMPROVEMENT PROJECT

SUBMITTED BY:

WILLIAM G. THEYSKENS, R.G., C.E.G., C.Hg.
And Chair of the Prunedale Preservation Alliance (PPA)

7/7/05

DEIR, Section 3.9, Water Quality and Stormwater Runoff

Comment # 1.

Under Section 3.9.3, "Impacts", it is stated that "The project would not place any demands on existing water supplies, including groundwater, or substantially alter the existing drainage pattern of the area". During the last local Caltrans project, the grading and dust control for the 101/156 interchange construction required substantial quantities of water. Some of this water was pumped from a severely overdrawn aquifer just southeast of the project area, and more specifically, from a fire hydrant located in a densely developed residential neighborhood on Berta Canyon Road, between Oak Road and Berta Ridge Road. Water was pumped at all hours of the day and night, and the trucks were very noisy and disruptive. Further, one lane of a two lane road was blocked, causing traffic to use the same lane as oncoming traffic. Worse yet, this was in the middle of a blind curve. It is amazing nobody was killed. Please address the source of water for construction-related activities and what measures will be implemented to prevent a reoccurrence of this problem, not only on Berta Canyon, but in all neighborhoods that will be impacted by this project. Sensitivity to the water supply problems in the immediate project area should be demonstrated.

Comment # 2.

Under Section 3.9.2, "Affected Environment", it is stated that "Due to the relatively high permeability of sediments underlying the area, a very low percentage of annual rainfall is runoff". This could suggest to those that are not intimately familiar with the area that runoff, and the associated problem of erosion

and siltation/sedimentation of waterways is not a problem. The loose surficial sandy soils give way to a very dense compact sand/sandstone at shallow depths in the area. At times of heavy rainfall, surficial runoff occurs rapidly at such time that the thin layer of upper soils become saturated, and the infiltration exceeds the capacity of the underlying sand/sandstone to absorb water. Shortly after this time water flowing along the interface between the soils and the underlying sand/sandstone “daylights” (discharges) at lower elevations, adding now to surficial flow. The concentration of water has negative impacts on slope stability, residences, retaining walls, septic system performance, etc. This characteristic of the areas’ soils during the rainy season should be fully addressed.

Comment # 3.

Please address the noise and traffic-related aspects of the water truck operation (Comment #1) under the applicable sections of the DEIR..

Response: William G. Theyskens, R.G., C.E.G., C.Hg.

Section 3.9, Water Quality and Storm Water Runoff

Water trucks will be used during construction, as Caltrans is required by air and water quality regulations to control dust and stabilize embankments. The source and amount of water used will be identified by the contractor, who must, in turn, meet any requirements for its use. The contractor must use approved water sources for which an impact analysis would be conducted. Water truck operation is considered and accounted for in the environmental document under the general heading of construction noise. The traffic related aspects of the water truck operation will require short-term lane closures during construction.

We are aware overdrafting of groundwater in the Prunedale area is an issue of concern. Prunedale Basin and the East Side Area of the Salinas Valley Basin have experienced overdraft of groundwater causing gradual declines in groundwater surface levels. Monterey County currently does not allow wells into the upper water-bearing zones due to the existing nitrate concentration, for which septic systems in the area are the prime contributors.

Water will be needed for dust control during construction, for the first two to three years after construction for establishment of the native revegetation planting and erosion control, and also in years of low rainfall to maintain these trees and shrubs. Water will be needed for the on-going maintenance of some ornamental landscaping. It is likely that new wells would be dug at the three interchanges to fulfill that need.

Permits for new irrigation wells would be obtained from Monterey County for authorization of the well placement, depth, and flow rates, at which time these specifics will be finalized. During the permit process, the construction methods will be determined with Monterey County permitting staff and the proximity of adjacent domestic wells will be taken into consideration to minimize any affect the new wells could have on private supplies. Automatic control measures will be in place to conserve irrigation water, i.e. irrigating at night and automatic shut-off during rainy periods, high soil moisture or system breaks.

Domestic wells and leach fields will be decommissioned before construction of this project. It is anticipated that the water demands of the project will not exceed that of the decommissioned wells. Decommissioning leach fields could potentially reduce the nitrate contribution into the upper aquifer and the project will also create several storm water

infiltration ponds that will help contribute to groundwater recharge (please refer to modifications in Section 3.9 of the final environmental document).

Soil testing will be conducted with a final geo-technical report that will address soil stability. Caltrans best management practices and other contract provisions ensure temporary and permanent slope erosion will be controlled and existing drainage patterns of the area will be maintained.

The Caltrans National Pollutant Discharge Elimination System permit requires an effective combination of water pollution prevention and best management practices to be implemented during construction. A storm water pollution prevention plan will be developed by the contractor and continually monitored and modified to meet the changing conditions of the site during construction to prevent the discharge of both visible and nonvisible pollutants from the site during construction of the project. Members of the project development team are fully aware of the geologic formations present in the Prunedale area and have experience in stabilizing the problematic soils of the area.

The Prunedale Freeway Project

As Gregg Albright, Caltrans Director of District 5, and Bill Reichmuth, Executive Director of the Transportation Agency for Monterey County, stated during the Public Hearing, the Prunedale Improvement Project is intended to be the first stage of major work on Route 101 in the Prunedale area. It addresses most safety concerns but does not increase capacity. The Prunedale Freeway Project is the next phase and it will increase capacity. The Prunedale Improvement Project does not preclude any future alternative alignment for the Prunedale Freeway, and specifically includes features that were contained in that project's Alternative 2 and Alternative 4 East.

The Monterey 156 West Corridor Project

The Monterey 156 project, as stated, is a separate project with a different purpose, needs, resources, and impacts. It is still in the early stages of design and will be brought out for public review early next year. At that time your input will be both welcome and useful to the further development of the project.

Court Reporter Transcript

Public Hearing June 23, 2005

9F0453D Transcript of Proceedings - June 23, 2005	
1	Page 1
2	June 23, 2005
3	PROCEEDINGS
4	My name is Vicki Walker. I live at 101
5	Monterey Road, Prunedale. I am on the east side of
6	Highway 101.
7	I would like to make my statement. And I
8	would like someone to call me to give me some feedback
9	on some kind of follow up. My phone number is
10	831-663-4319. My cell phone is 831-306-8426.
11	What I would like to call to California
12	attention is the concern of the Prunedale Improvement Project
13	at Monterey Road, Prunedale. I am on the east side of
14	Highway 101. I am on the east side of
15	Highway 101. I am on the east side of
16	Highway 101. I am on the east side of
17	Highway 101. I am on the east side of
18	Highway 101. I am on the east side of
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23	Highway 101. I am on the east side of
24	Highway 101. I am on the east side of
25	Highway 101. I am on the east side of
PROCEEDINGS	
June 23, 2005, 4:00 P.M.	
Page 2	
Page 3	
1	At my rate, California
2	has been an overpass
3	project improvement for the
4	overpass would only be
5	that the California road and
6	not be accessible from the
7	highway at all. The
8	highway at all. The
9	highway at all. The
10	highway at all. The
11	highway at all. The
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13	highway at all. The
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N. Monterey County High School 13990 Castroville Boulevard Castroville, California	
ATKINSON-BAKER, INC. COURT REPORTERS 500 North Brand Boulevard, Third Floor Glendale, California 91203 (800) 288-3376	
REPORTED BY: VICKI WALKER	
FILE NO.: 9F0453D	
Page 1	
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1 June 23, 2005

3 PROCEEDINGS

5 My name is Madeleine Clark. I live at 8145
6 Messick Road, Prunedale. I am on the east side of
7 Highway 101.

8 I would like to make my comments. And I
9 would like someone to call me to give me some feedback
10 or some kind of follow up. My phone number is
11 831.663.4319. My cell phone is 831.206.8456.

12 What I would like to call to Caltrans'
13 attention is the consideration of an overpass at
14 Tustin Road. Caltrans originally came up with this
15 design concept some years ago when they were thinking
16 in terms of providing alternative improvements in the
17 existing corridor for the EIR for the Prunedale
18 bypass.

19 I forget the gentleman's name, the engineer
20 who came up with the idea of putting a bypass at
21 Tustin Road that would only be accessible from the
22 frontage road that is named El Camino Real north that
23 runs parallel to Highway 101. This is the frontage
24 road that runs in front of the wrecking yard and
25 Freman lumberyard.

Clark

Page 4

1 Now, maybe in the improvements that are
2 being planned, Caltrans is planning to do away with
3 all of left-hand turns, but to have all of these
4 people go up to Crazy Horse, go over an overpass there
5 to continue their journey south is really going to
6 create some problems.

7 So I am asking Caltrans to revisit this
8 design plan that they originally brought forth to the
9 public, probably five years ago, maybe a little bit
10 longer -- I don't know. But it was an excellent idea.
11 And we really want it to be taken into consideration.
12 And that is why I ask you to review this or revisit
13 it.

14 And, please, call me back as to what your
15 feelings are on it. Once again my phone number is
16 831.663.4319. My cell is 831.206.8466. And my name
17 is Madeleine Clark. Thank you very much.

Kasunich

Page 3

1 At any rate, Caltrans had considered at one
2 time putting an overpass at Tustin Road in as a
3 project improvement for the Prunedale corridor. This
4 overpass would only be accessible from the frontage
5 road El Camino north and from Tustin Road. It would
6 not be accessible from the highway at all. But the
7 beauty of this design was to connect the two
8 communities.

9 Now, I think it is important that Caltrans
10 does its homework and does more investigation as to
11 the development that is now in the process of being
12 planned for the east side of Highway 101 between San
13 Miguel Canyon Road and Crazy Horse Road.

14 There is quite a bit of property there that
15 developers have plans to bring more housing and more
16 commercial buildings to the east side of the Highway.
17 If Caltrans will take this into consideration and
18 think about the overpass at Tustin, it would be of
19 benefit to everybody in the community.

20 When they built the San Miguel overpass they
21 completely ignored access from the people who live on
22 the east side of 101. Consequently, you have a
23 approximately 70 cars an hour coming out of Messick
24 Road, many of which who turn left and it creates a
25 real problem.

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1 improvements on the existing roadbed before money is
2 spent on alternate routes. And I am pleased as punch
3 that we are going to be eliminating the head-on and
4 left-turn conflicts on that roadbed. I want to thank
5 Caltrans.

6 I had a comment regarding the Berta Canyon
7 access. Berta Canyon is currently a right-in and
8 right-out peripheral on 101 immediately south of the
9 Vierra Canyon.

10 The right-out from Vierra Canyon causes a
11 conflict with the weaving lane that services traffic
12 exiting 101 to Vierra and traffic coming from Vierra
13 at 156 to 101.

14 When people turn right off of Vierra Canyon
15 to the Highway, they are caught between those two
16 merges and they impede the flow of traffic. I propose
17 that right-outs be closed since they have alternate
18 access at Oak Road. The right-out can remain because
19 it doesn't seem to impede the flow of traffic.

20 The other comment I have is, currently the
21 highway has multiple driveways, a few school bus stops
22 and mailboxes. When the Prunedale project is
23 finished, completed, there will be a median strip that
24 divides the highway and left turn across traffic and
25 the potential for head-on conflicts will be

2 (Pages 2 to 5)

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1 eliminated.
2 But at the same time, the shoulders of the
3 road will be used for school bus stops and
4 specifically for mail service. The installation of
5 the new overpasses and the reconfiguration of the road
6 will make it essentially one way in each direction.
7 I propose that Caltrans takes a look at the
8 location of private mailboxes to see if they could be
9 grouped along portions of the roadbed with wider
10 shoulders where the mail service personnel and the
11 residents will have a little more room to pull over.
12 This could be accomplished by taking a
13 series of mailboxes and moving them downstream to a
14 location where those individuals who need to use them
15 will have to pass them on their way to their private
16 driveways down the road.
17 What, in essence, it will do is, it will
18 create fewer stops for our mail service and safer
19 stops for the mail carriers when they do have to stop.
20 It will also provide opportunity for the school buses
21 to pick up children at a wider portion of the roadbed.
22 Currently some elementary school and high school
23 children are picked up on the shoulder.
24 That is it.
25

Page 7

1 (Ms. Clark resumes her comment.)
2 My name is Madeleine Clark. I was the first
3 person to speak so all of the information is still the
4 same.
5 Greg Albright suggested that I come back and
6 call to your attention there has been some land use
7 changes and plan development in and around Messick
8 Road north to, say, Mallory Canyon Road.
9 We have a lot of development that is in the
10 works. And it is very important that you update your
11 study, your traffic study of Messick Road.
12 And also consider your community livability
13 policy regarding the frontage road running it up to
14 Tustin, extending the frontage road to Mallory Canyon
15 Road, so the whole east side of Highway 101 could
16 cross the highway without having to go up to Crazy
17 Horse overpass and make a four-mile trip out of their
18 way. Thank you very much. That is all I wanted to
19 add.
20 Please call me. Again my name is Madeline
21 Clark 831.663.4319. My cell is 831.206.8456.
22
23 My name is Ray Schmitt. My address is 7850
24 Messick Road in Prunedale. And I own the property and
25 a business at that same location.

Page 8

1 And the concerns that I have are that the
2 draft environmental impact report does not address the
3 impacts of closing off the southbound access from
4 Messick Road to Highway 101.
5 And there are alternatives, I have been
6 told, of having an overpass at Tustin Road, which
7 would not divide the community.
8 The present configuration as proposed will
9 make the Messick Road area, businesses and community,
10 an island from the rest of the north Prunedale
11 community there. And we will have to drive four miles
12 north to the new proposed overpass, go through two
13 left-hand turn intersection, reenter the freeway and
14 come back four miles to get back to where we started
15 where we currently have an easy left-hand turn to the
16 southbound lanes.
17 I believe the proposal needs to be studied,
18 not only in regards to traffic use but also on the
19 economic impact of the businesses that are there. I
20 think that would have an adverse economic impact on
21 them. So I think that more studies need to be down.
22 Thank you.
23
24 MR. MENDOZA: At this time I would like to
25 introduce the panel. Of course, you know the

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1 supervisor Lou Calcagno. Next to him the district
2 director of Caltrans District 5, Gregg Albright. Next
3 to him is the interim public works director Ron
4 Lundquist. And at the end Bill Reichmuth executive
5 director of TAMC.
6 At this particular time we are going to have
7 the cards. What I will be doing is pulling the names
8 out and announcing the names. And what I will be
9 doing is announcing the next two speakers behind that
10 speaker. We would like to keep the time limit to
11 three minutes. I will be giving a 30-second warning.
12 The first one to question is Richard
13 Moeller.
14 Would you step to the podium?
15 MR. MOELLER: There are a number of small
16 side streets that come off the highway in the area we
17 are talking about here. The problem is there are no
18 acceleration or deceleration lanes for a number of
19 those.
20 The choices that you have got -- an
21 18-wheeler boring down at 70 miles an hour and you
22 need to make a sharp right turn and your choice is to
23 hold up that traffic or to take off on a very narrow
24 shoulder, which is in itself a safety situation or a
25 dangerous situation.

Clark

Moeller

Schmitt

3 (Pages 6 to 9)

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1 I would like to know when that is planned to
2 be done. And why it could not be done in this
3 operation.

4 Thank you.

5 MR. ALBRIGHT: What we are going to do is
6 when we have a very specific project question, I will
7 sometimes answer and other times when it's detailed I
8 will have the project manager or the design team folks
9 answer the question. I agree that the acceleration
10 and deceleration lanes are very important.

11 Someone from the design team available to
12 answer, Dave?

13 And the question by Richard, were you also
14 asking if we could do something before this project or
15 with this project?

16 MR. MOELLER: With the project but before,
17 too.

18 MR. SILBERBERGER: At this point in time,
19 with the funding constraints that we have on the
20 project, you are seeing as much as you are probably
21 going to get.

22 However, there is a project that is
23 currently underway that is adding accel and decel
24 lanes at several locations. One of them is Tustin
25 Road and I am not sure about the other location.

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1 But one thing that we can assure you of is
2 the fact that even after this project is done our
3 traffic safety folks are constantly watching what is
4 going on out there. We are also taking comments from
5 the public about certain areas that are problem areas.

6 If we have a problem location, we can move
7 in at any time with additional smaller projects to add
8 to our accel or decel lanes.

9 MR. MENDOZA: A question from Annemarie
10 Tresch.

11 MS. TRESCH: I can't see that far
12 (indicating). Could you read that?

13 MR. MENDOZA: Would the business owners be
14 affected or wiped out on the north side from Russel
15 Road/Espinosa underpass to the next interchange?

16 Zoned presently as a commercial, frontage.
17 How many years until there will be enough
18 money to do the improvement?

19 MS. TRESCH: I want to comment, too. I
20 think that your improvements are great, but we are
21 there (indicating). Our business is there from
22 Tuesday through Sunday. And that traffic is backed up
23 every weekend, back up from Russell Road all of the
24 way up to the Cross.

25 All of these improvement are being made, it

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1 will not help that backup. I just wanted to let you
2 guys know.

3 MR. ALBRIGHT: Backup in which direction?

4 MS. TRESCH: All of the people coming up
5 from the flea market, from Red Barn anything else.
6 And it gets all jammed up. And the traffic every
7 weekend is backed up at a snail's pace. You are not
8 going to have many accidents.

9 MR. ALBRIGHT: Did you have an opportunity
10 to see the specific impact in the business?

11 MS. TRESCH: Yes. That came way over on our
12 side. Any alternative because any section past
13 Russell that goes into the proposed Rancho San Juan
14 has to be voted upon by the public, the voters. On
15 that one there, it does not benefit anyone except the
16 developer. I don't see why the people that want to do
17 the development, let them pay for the interchange.

18 Why do we have to be wiped out? It seems
19 unnecessary because could you come through --

20 Do you have a map?

21 MR. MENDOZA: Robert, do you think that you
22 could call up the maps again?

23 (Displaying map.)

24 MS. TRESCH: This one that shows Espinosa
25 and Russell Road interchange (indicating). Anyway,

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1 where the State owns the property on each side of
2 Russell Road. And before Russell Road and up past
3 Russell Road, they could come through and pull onto
4 the Rancho San Juan -- proposed Rancho San Juan, if it
5 passes, and you would not have to bother anyone. It's
6 all farmland. You would not have to bother any
7 businesses or no one.

8 MR. ALBRIGHT: What I would like to suggest
9 is that we capture, Dave, something on a map so we
10 could capture this comment.

11 MS. TRESCH: When you had your last meeting
12 here, I drew you a map and also sent it to you.

13 MR. ALBRIGHT: This reason I want to capture
14 it is to make sure that we consider it.

15 As you might expect, you have a lot of
16 competing issues when you are trying to place an
17 interchange. This is a balancing act. This is our
18 only alternative. This is only alternative at this
19 point trying to balance all of those competing
20 objectives.

21 When we have more complicated issues, we may
22 have to take this off-line and deal with it so it does
23 not go on too long.

24 MS. TRESCH: All of these businesses
25 (indicating), from the trailer place there

Tresch

4 (Pages 10 to 13)

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1 (indicating), all of the way up past the 101 RV, and,
2 I believe, the storage place up there and the boat
3 place and our business is AmRock Masonry and Terminex
4 will all be automatically wiped out along here.

5 And what my suggestion was, the state owns
6 property here (indicating) and here (indicating).

7 Why can't you go through here (indicating)
8 and miss everyone?

9 MR. MENDOZA: Again, Mr. Albright has
10 suggested that we capture this comment.

11 MR. SILBERBERGER: Actually, there is a
12 significant reason why we cannot put an interchange at
13 Russell/Espinosa. It's too close to Boronda and
14 because of that, if we built an interchange at
15 Espinosa, we could be introducing new safety problems
16 because we have one interchange on top of another
17 interchange so they would not have enough room to
18 merge and get off safely. That is why we had to push
19 to the north to get it away from Boronda.

20 MS. TRESCH: My concern was highway frontage
21 commercial is very hard to come by. That's everyone's
22 livelihood there and how are they are going to be
23 compensated.

24 MR. MENDOZA: I have to remind everyone,
25 after this comment period, the people from Caltrans

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1 kind of a concern to me.

2 MR. ALBRIGHT: You may have had other
3 comments, but I will go ahead and respond.

4 What we did was the preferred alternative
5 was selected and approved by Caltrans and TAMC, the
6 decision maker, as far as the programming the project,
7 is the bypass. And this is essentially the first
8 phase of the component of the bypass. It is not
9 alternative 2.

10 Our program and priority is still to build a
11 bypass. We have got the money right now. And the
12 bypass was extremely expensive, if you remember. So
13 we said to ourselves, "What could we do to put this
14 money to work right now that would add value? And
15 what is the most important thing?"

16 And through a very extensive process of
17 looking at all of the different aspects, we came up
18 with this project addressing safety and the
19 operational aspects, would things flow better. And
20 the decision makers that were evaluating at the time,
21 all agreed that was the priority; we have got to save
22 lives and for things to flow better would be great.

23 We recognize that 30 years out we are going
24 to need more capacity. In other words, a more robust
25 capacity. And that will be the next phase after the

Page 15

1 and the County will still be here. So if you have
2 specific questions that are pretty much detailed, they
3 will be available for you again. So for those long
4 ones, we need to do that so we could keep moving.

5 MS. TRESCH: The gentleman suggested that
6 put a frontage road to the business. It's going to
7 look like that. It is going through like a freight
8 train?

9 MR. MENDOZA: Bill Theyshens.

Theyshens

10 MR. THEYSHENS: I am chair of Prunedale
11 Preservation Alliance.

12 First off, I want to say I welcome the
13 safety improvement. It is badly needed.

14 But I have got two concerns. And first one
15 is that the Prunedale improvement project will turn
16 into what alternative 2, the former Prunedale bypass
17 alternative that came down to two alternatives..

18 And I am greatly concerned that the bypass
19 may never happen and we may end up having alternative
20 2 shut down on roads, when the community and the
21 county wants alternative 4.

22 As Dave Silberberger just said, and perhaps
23 we could address that, he said, ultimately we may
24 sometime address congestion.

25 I am not sure what was meant by that. It's

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1 project where we come in.

2 But, in essence, the next is the first kind
3 of phase for a two-phase strategy where we come back
4 with a bypass. That is why we have the interchange at
5 the north and south end. We are taking care of the
6 safety element, like the median barrier which were all
7 part of the bypass as well. It's kind of the existing
8 alignment components of the long-term bypass. So it's
9 meant to put money to work and save lives.

10 Maybe Bill would like to say a few words.

11 MR. REICHMUTH: Thank you for that question.

12 The description that Gregg just used is, I
13 think, very important. First, most importantly we
14 need to save lives in that corridor. That is the
15 purpose of the first phase. There are other benefits
16 certainly, but the safety issues in this corridor are
17 all important.

18 And our primary objective is ultimately and
19 will be -- and we have heard this very strongly from
20 that community in particular, the PPA. The
21 alternative 4E modified for those of you unfamiliar
22 with the jargon that's just a revision of the
23 Prunedale bypass. And that remains our project of
24 choice, if you will, for future capacity.

25 We clearly understand the issues of widening

5 (Pages 14 to 17)

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1 the extension of the existing alignment because that
2 is affecting that community.

3 We want to allow that community to get
4 together. And we believe the project we propose,
5 safety project, this phase of the project does exactly
6 that. It creates easier, safer access across the
7 highway alignment. It helps that community in further
8 capacity increases by going around that community to
9 the east.

10 So all of those phases are still there. We
11 need to get something for safety in the ground and
12 phasing the Prunedale, if you will, in this manner
13 allows us to do that. So thanks for that question.

14 MR. THEYSHENS: The second concern I have,
15 if you will, is with regard to a project that has been
16 touched on tonight, but sort of a future project that
17 we are phasing into it seems, and that will be the 156
18 expansion and the reconstruction of the 156/101
19 bypass.

20 And I understand there are some concerns in
21 regard to that, but it seems to me we are getting the
22 cart in front of the horse here.

23 The 156 expansion, it seems to me, will not
24 be necessary if we get the bypass built. If we took
25 the bypass and took it through Espinosa all of the way

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1 to 1, I think that would take a lot of pressure off
2 156 and I think that we would no longer need anything
3 new at 156/101 interchange.

4 I just want to get that in the record, and
5 maybe if someone wants to comment. I know Espinosa is
6 said to have some problems, but I have driven it and
7 it seems like it has a lot less than 156 interchange
8 and 101 interchange as far as access.

9 MR. ALBRIGHT: I will note that the 156
10 project is very complex and is a separate project. We
11 are planning on coming out later in the year with a
12 public meeting to start addressing that. It's a
13 different group of designers and that sort of thing.
14 So in a way, I am going to ask for your patience for
15 the right time when we are ready to bring more input
16 to the project.

17 I think what you are doing is you would like
18 to see a different strategy with Russell and Espinosa.
19 I think it would be best to look at that in the
20 context with the 156 project.

21 Tonight, with your approval, I would like to
22 stay focused on the PIP project. It is noted they do
23 relate to each other at the interchange, of course.

24 MR. THEYSHENS: I would like to say the
25 community is getting a little impatient about that.

Page 20

1 There are a lot of lives on the line as far as people
2 wondering what is going to happen as far as
3 acquisitions.

4 And we originally were hoping to be hearing
5 something as early as last Monday and it has been put
6 off. And now I am hearing it will be late summer to
7 fall that we will see a map.

8 And I am really requesting that you guys do
9 what you can to accelerate that. There are a lot of
10 folks that would like to do some things with their
11 homes if they get to keep their homes and won't do
12 them if they can't.

13 Thank you very much.

14 MR. ALBRIGHT: There has been a lot of
15 concern and anxiety about this and we have heard that
16 very clearly. We have a team that is working very
17 diligently on that to get it to a point where it comes
18 out effective for you.

19 Again, I will have to ask for patience until
20 we get something and we will be back.

21 MR. THEYSHENS: Thank you.

22
23 MR. MENDOZA: The next question comes from
24 Jan Mitchell.

25 MS. MITCHELL: Good evening. I am here

Mitchell

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1 representing Prunedale Preservation Neighbors Group.
2 I have some questions and comments.

3 First of all, it would be very helpful --

4 Well, first of all, we would like to thank
5 you for this forum. Many of our folks were able to
6 get out. It is at a time in the evening after work
7 and that is very helpful to our community so we could
8 attend.

9 Secondly, it will be also very helpful if we
10 could receive copies of the PowerPoint map. Perhaps
11 you have them for the public to collect. I am not
12 sure. But I know that would be very helpful. Those
13 are requests that I receive from neighbors all of the
14 time.

15 Also I might add that we concur with the
16 comment of the previous speaker from the Prunedale
17 Preservation Alliance, in that we are very concerned
18 about the destruction of our established community,
19 which has a freeway through the middle of it now.

20 I personally have worked to achieve the
21 bypass for 35 years. And I am not holding my breath
22 too long. If this was a true priority it would be a
23 reality.

24 My question is, this PIP project is designed
25 to save lives. However, what about the emergency

6 (Pages 18 to 21)

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1 situation?

2 Many times in an emergency situation it is a
3 life or death issue. When you are talking about life
4 and death, it could mean a matter of minutes could
5 save a person's life.

6 If emergency vehicles have to drive all of
7 the way around their elbow to get to their nose, how
8 does that help when they have to transport accident
9 victims to the hospital but they have to go out of
10 their way to get there?

11 I appreciate your response. And thank you
12 again.

13 MR. ALBRIGHT: When we developed a project,
14 it's very common to work with emergency services for
15 that very reason. There will be out of direction
16 travel on this project.

17 Dave, could you give any specifics on how we
18 have work with emergency services?

19 MR. SILBERBERGER: Yes. I was going to
20 comment on that. From my understanding, and I
21 probably could have had an emergency service here
22 tonight, but my understanding when we talked with
23 them, they don't like to turn left if they could help
24 it, especially if it's heavy traffic, many times the
25 cars don't even see them.

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1 So it's one of those issues where they are
2 going to have to make a judgment call how they want to
3 circulate through Prunedale where it's safe for them
4 to get to their destination. So they may actually
5 have back ways.

6 That is one of the things about the project
7 that I believe a real benefit, especially
8 Blackie/Reece area. If they have a way of getting
9 back and forth across the freeway without having to
10 get on the freeway.

11 It is my understanding, that the real grave
12 concern for their emergency vehicles is trying to
13 cross, even if their lights are on, their sirens,
14 people coming at 70 miles an hour down, the driver may
15 or may not be paying attention. They still have to
16 wait like everyone else.

17 MR. ALBRIGHT: Let me also note, tonight
18 everything is being spoken, whether it was done at
19 that microphone or with the court reporter or in
20 writing, it will be part of the public record that we
21 could address directly.

22 So this is a good example. We are giving
23 you some general statements, but more importantly, and
24 what we should see back is the written response some
25 direct input from the emergency service whether this

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1 is a better thing or not or what the implications are.

2 So, again, tonight in some cases we are
3 trying to get some answers, but it will not
4 necessarily be a robust kind of answers that we get
5 when we do the environmental document. This is part
6 of public record, these questions and they will be
7 responded to. We will get back to you. Thank you.

8 MR. MENDOZA: Dennis Miller.

9 MR. MILLER: I asked them to bring up
10 Orchard Lane because we live on Orchard Lane. I want
11 to thank you for closing it off. I appreciate the
12 safety of that. I am a contractor and I try to cross
13 that road at 6:00 in the morning and sometimes it's
14 hard to cross. That is the first thing -- safety is
15 the first thing.

16 Then you get down to Espinosa Road where
17 they make the u-turn, I am glad that you are closing
18 that off, because I relate to that traffic situation.

19 I'd like to know how many people and housing
20 are in that impact of the Orchard Lane, Pesante,
21 Pellock, Cross, Reese, and Blackie Road, that whole
22 area. We have about 3,000 different houses and people
23 involved in that community.

24 Could you give us a good number?

25 MR. ALBRIGHT: Are you asking for the total

Miller

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1 number that would be using that area or the number of
2 houses impacted by the project?

3 MR. MILLER: Either the houses or people --
4 both would be in nice.

5 MR. ALBRIGHT: Well, that might be one of
6 those things that we respond in writing.

7 MR. SILBERBERGER: My understanding is, and
8 I think that our right-of-way folks would know this,
9 but the total number of parcels that are impacted by
10 the whole project is 106.

11 MR. ALBRIGHT: That is impacted by a direct
12 physical impact.

13 MR. SILBERBERGER: Either commercial or
14 right-of-way or construction easements or things like
15 that. If I am wrong, the right-of-way folks could
16 answer that. That is my understanding, that 106
17 parcels for the entire project.

18 We would not know at this point exactly what
19 the orchard area would be.

20 MR. ALBRIGHT: Point of clarification. Were
21 you asking how many homes are generally in the area?

22 MR. MILLER: Yes.

23 MR. ALBRIGHT: Not impacted by construction
24 activity?

25 MR. MILLER: No.

7 (Pages 22 to 25)

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1 We are going to have so much traffic trying
2 to get on that ramp.

3 MR. ALBRIGHT: What he is asking -- and,
4 again, we will need to get back to you in writing, but
5 traffic modeling -- we are basically, our computers
6 will try to assess how many people will be using the
7 ramp, both what our expectations will be now and 20
8 years out.

9 MR. MILLER: Yes, because we figure it is
10 about 20 to 30 minutes more each morning to do that
11 loop and we wonder why. I am in construction so I
12 know about the height and the ramps and stuff they are
13 going to need. If we could not get an on and off ramp
14 we would have to make a circle.

15 MR. ALBRIGHT: We do have traffic model
16 information here. If you are willing to stay
17 afterward, we will try to connect and see if we might
18 be able to get some answers right away.

19 MR. MILLER: I talked to them. I was
20 wondering if the panel had anything else. They did
21 their best.

22 Can we have a decorative rock look to spruce
23 up Prunedale?

24 And how is the fire department on Pesante
25 going to be able to get southbound instead of going

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1 remember when it was difficult to turn left to go to
2 Salinas, but risky. But it seemed like it was worth
3 the time -- you could have a few moments to stay at
4 home.

5 A few years later it became difficult to
6 even turn right onto the freeway. For that reason, I
7 thank all of the various agencies that have come
8 together and have taken away the opportunity that some
9 of us have mistakenly taken the risk to save just a
10 few minutes rather than thinking of the better good
11 and to take a long way around and to live to come back
12 another day.

13 MR. MENDOZA: Thank you.

14 Our next statement comes from Robin Lee.

15 MS. LEE: I would like to comment. I have
16 heard that some of the environmental mitigation may
17 happen in conjunction with Elkhorn Slough Foundation
18 and occur around Elkhorn Slough. And I encourage that
19 be done.

20 Pockets of noncontiguous habitats do not
21 allow anything to flourish. So if monies could be
22 directed toward the Oakland Slough so the habitat
23 could be protected then that would be -- the wildlife
24 and the fauna -- the flora and fauna could thrive.

25 So if that could happen, I don't know if

Lee

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1 all of the way 15 or 20 minutes? Again, that is a
2 life.

3 MR. ALBRIGHT: As far as aesthetics you put
4 on medians like you have seen on 156 and San Juan
5 Bautista. That is an issue we would take under
6 consideration to help mitigate some of impacts of the
7 aesthetics -- the aesthetic impact. We will take your
8 comment under consideration.

9 And for specific emergency response, we are
10 working with the emergency response folks.

11 MR. MILLER: Also is there a web page so we
12 could download other comments? Is that possible?

13 MR. SILBERBERGER: What was that question?

14 MR. MILLER: From tonight -- is the
15 reporter going to give the high spots or the whole
16 report on the web page so us residents could download
17 it and that way we could add more to it?

18 MR. ALBRIGHT: We don't have that
19 information documented that quickly.

20 MR. MILLER: If we have got the money, why
21 can't we start before 2009?

22 MR. MENDOZA: The next question comes from
23 Elaine Richelieu.

24 MS. RICHELIEU: I would like to say that I
25 lived on Orchard Lane for the past 20 years. I

Richelieu

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1 fish and wildlife have to approve -- I don't know what
2 steps are needed for that to happen.

3 Could you tell me? Could anyone tell me
4 where that is at?

5 MR. SILBERBERGER: I could address that real
6 quickly. We have approached this mitigation
7 philosophy with, I believe, all of the resource
8 agencies. And it appears that everyone seems to like
9 this approach for the very reason stated. If we do a
10 hodgepodge of pocket locations along the highway, it
11 just doesn't have the same value as Alcorn Slough.
12 They have have a game plan and it is for the entire
13 watershed. And this helps them to further their
14 efforts in preserving that entire watershed.

15 MS. LEE: I hope everyone could come
16 together and get on the same page. And that will be
17 great for people's recreational opportunities I feel
18 will be increased.

19 MR. MENDOZA: Thank you.

20 The last card is from Julie Engell.

21 MS. ENGELL: Last year about this --

22 My name is Julie Engell. Last year about
23 this time, as the Rancho San Juan Coalition was trying
24 to make comments on the EIR for that project, the TAMC
25 board met and basically removed the Prunedale bypass

Engell

8 (Pages 26 to 29)

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<p>1 and replaced it with an east side expressway. And 2 then stuck it back in. 3 So I guess my question is -- well, twofold. 4 One question I have is, if from one week to the next, 5 the TAMC board could remove the Prunedale bypass, 6 which has been the preferred alternatives for 7 supposedly for decades, why are we supposed to be 8 confident that it will happen? 9 My other question has to do with funding and 10 the timing of the funding for Prunedale bypass. Am I 11 correct in my understanding that there is no funding 12 currently for the Prunedale bypass? Is that correct? 13 MR. REICHMUTH: Taking your questions in 14 order. First of all, as we responded to Bill 15 Theyshein's question earlier, alternative 4E modified 16 still is our preferred alternative for the Prunedale 17 bypass. 18 The issue that you brought up, in out, has to 19 do with the transportation agency development of the 20 14-year plan for enabling Monterey County to become a 21 self-help county. So we could leverage some local 22 dollars with expected federal and State revenues so we 23 could build some of these things that we also dearly 24 want to be able to do. 25 And the question was, which projects go into</p>	<p>1 to be real surprised when I tell you that there have 2 been no allocates, not a penny for State 3 transportation improvement program projects. There 4 has been no allocation for out of state budget since 5 2003. And if we get really lucky we will start seeing 6 allocations later this year. That is what the 7 governor has said. So that is where that is. 8 It was important to us then and to our 9 colleagues that we put in the ground what we could put 10 into the ground, which is the first phase of the 11 safety part of this project. And as funds become 12 available, we are going to build that bypass later on. 13 The specific answer to when later on is, is 14 hard for us to give because that State funding is so 15 uncertain. And so when we as an agency come asking 16 for help next June '06 ballot for those dollars it 17 takes to match the State and federal funds, so we 18 could become a self-help county and we could start 19 drawing those funds, we hope all of you folks will 20 vote "yes" when that time comes. 21 MS. ENGELL: I didn't want to give you the 22 impression that I thought there was something wrong 23 with the priority. I think that the safety 24 improvements and operations improvements should be the 25 first priority. Thank you.</p>
Page 31	Page 33
<p>1 the mix. Not whether or not we are going to do the 2 project. The question was how are we going to finance 3 it. So the question about the bypass part, the second 4 phase of what we have been talking about this evening, 5 is still in the 14-year program, to the extent that 6 the engineering and the environmental work and all 7 kinds of things that we have to do to prepare for it 8 has to be done. So it remained the preferred 9 alternative for the bypass and always has been that 10 way. The only question is how are we going to finance 11 it. 12 The second part of the question is that this 13 first phase, as we attempted to explain earlier, maybe 14 we were not clear. Mr. Albright in response to 15 Mr. Theyshein's question, is that this phase we wanted 16 to be able to do something with the money that we 17 have, in this case, about 225 million dollars, to be 18 able to solve the safety issues and the operational 19 issues in the existing alignment and then go after 20 alternative 4E modified bypass as the second phase, 21 second part of this same project, if you will. And 22 that remains the plan. 23 Again, they will be sequenced. What is 24 driving that sequence is the State budget situation. 25 And I don't think that anybody in this room is going</p>	<p>1 MR. MENDOZA: Thank you. 2 You are a pretty good group tonight. We got 3 through everybody that had a card. 4 Are there any more statements or questions? 5 Why don't we let some that have not spoken. 6 And we will try to keep these two or three minutes. 7 GAIL (unaudible): 101 bypass committee. We 8 have worked on this project about 30 years. Myself 9 about 18. 10 And I want to take this opportunity to thank 11 you for this forum tonight. And also to thank 12 Caltrans and TAMC, the board of supervisors, everyone 13 involved to bringing us this close to phase one. That 14 we see hope and we actually see the lives that will be 15 saved with this project which is a concern to me 16 because I was involved in a fatal accident myself. 17 And I understand the ambulance situation and all this 18 stuff that we have talked about. We are very 19 grateful. And thank you very much. 20 MR. HERRING (phonetic): Kevin Herring. I 21 have two unrelated questions. The first is, do you 22 know what the statistics are in terms of lives saved 23 resulting from the improvements at San Miguel Canyon 24 Road and Blackie and Prunedale hookup. 25 Are the deaths down from that?</p>

Gail

Herring

9 (Pages 30 to 33)

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1 What is the percentage of improvement?
2 MR. ALBRIGHT: I don't know the specific
3 change in accident rate except they are significantly
4 down when we eliminated the cross medium conflict.
5 Dave, if you know any specifics that we
6 could offer tonight?
7 MR. SILBERBERGER: We don't have any
8 specifics tonight. You are looking for improvement
9 like before and after?
10 We do have access to that data, but we
11 didn't have it tonight. Maybe you could leave your
12 name and phone number and we could talk to the right
13 people that have the before and after.
14 MR. HERRING: The other question that I have
15 is how will you control traffic on Blackie Road?
16 As I see it now, Blackie Road is becoming an
17 alternate for trucks which hooks up with the
18 Castroville business park and packing plant. And
19 currently there are a lot of traffic accidents when
20 they are trying to make the hairpin turn even on the
21 current improvement south on Blackie.
22 Now, if you make a nice circle there, an off
23 ramp, that is going to be a much preferred method for
24 truckers especially if we do improvements on 156.
25 MR. ALBRIGHT: Traffic control on county

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1 roads is done through the board of supervisors and
2 managed by the Public Works Department. I will be
3 available afterward if you want to talk about it. I
4 will be happy to talk to you and discuss it.
5 MS. TRESCH: My name is Annemarie Tresch. I
6 was up here earlier. I have a question that will save
7 a lot of lives.
8 Why isn't the 55-mile speed limit enforced
9 on 101?
10 Where is the highway patrol?
11 Why are the tickets not being handed out?
12 Where is the double fine zone?
13 I would like to see people pulled over and
14 stopped or something. You could take a photograph of
15 their license and send them a traffic citation. That
16 is what kills is the speed. We have a business right
17 by there and they are not going 55. They are going
18 70, people with trailers and tailgating and everything
19 else. That needs to be addressed. And anyway that is
20 my very, very concern for the public safety.
21 MR. LUNDQUIST: I will just address some of
22 those issues. Frankly, 101 in Carmel are two roads
23 that were part of the double fine zone appeared a year
24 or a half ago.
25 The county and transportation agency have

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1 requested the legislation to reimpose that double fine
2 zone. (Unaudible).
3 MS. HENAULT: My name is Ellen Henaault. I
4 am a resident of Cross Road. And I have seen the
5 overlays where the road is coming from Orchard and
6 Pollock and it looks like it's up to my property line.
7 My concern is the traffic. Right now the
8 only traffic I am experiencing are two cars going into
9 the driveway of my neighbors house, which is going to
10 be torn down apparently.
11 What I would like to see, if possible, is to
12 get how much traffic is going to be taken off of
13 Pesante, all of that stuff going through Orchard will
14 probably be coming down that new lane to Cross Road.
15 Cross Road is not very wide. Hopefully you are going
16 to be doing something about that. We have a noise
17 problem and traffic issues, and I am wondering if you
18 are going to do a traffic study and really determine
19 how much traffic is going to come down that road.
20 Thank you.
21 MR. ALBRIGHT: Again, we are going to be
22 estimating how much traffic will be there include peak
23 moments during the day, the morning and evening.
24 MS. HENAULT: That will be in the financial?
25 MR. ALBRIGHT: Yes.

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1 Did you have a chance to talk to our traffic
2 modeling folks?
3 MS. HENAULT: Not yet. I just read your
4 draft.
5 MR. ALBRIGHT: Let me get you connected
6 before you leave. Maybe we could get you an answer.
7 MR. SILBERBERGER: Our traffic modeling
8 folks are right there at that table. As soon as we
9 close the comment period, we will go ahead and open
10 all of the different locations to your questions.
11 MS. MATTER: My name is Cheryl Matter. I
12 live in Prunedale, off of San Miguel Canyon Road for
13 18 years. I have seen the traffic increase in
14 Salinas.
15 Are there any plans to slow down the speed
16 of traffic on the San Miguel Road so residents could
17 get on to San Miguel Canyon safely?
18 MR. LUNDQUIST: There are no plans to change
19 speed limits currently. Certainly that is a request
20 that you could make to the department. And, again, I
21 will be here after the meeting and you could get our
22 address.
23 We are making some improvement to San Miguel
24 Canyon Road. We getting ready to have a contract and
25 start working at the wall of San Miguel with a traffic

Henaault

Tresch

Matter

10 (Pages 34 to 37)

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1 signs and some lights and left-turn lanes. You will
2 be seeing that contract work fairly soon. And that
3 should help that big bottleneck that I am sure you are
4 all experiencing.

5 As to speeds, if you want to talk to me
6 afterwards we can talk about that.

7 MS. BUMGARNER: My name is Debby Bumgarner.
8 I have a quick comment. The traffic slow down on 101
9 is largely due to the traffic going to Monterey. Part
10 of the cost should be borne by the hospitality
11 industry in Monterey. And I think they would be glad
12 to bear part of it because I don't think that people
13 come back when they have to wait one or two hours of
14 traffic.

15 The other heavy traffic is agricultural.
16 And I think those might be pursued as avenues that
17 might be willing to bear at least part of the cost.

18 MR. MENDOZA: This will be our last speaker.

19 MR. MELONE: Brett Melone. I live on Oak
20 Heights Drive. First I want to commend all the
21 agencies that are involved in this project. I am
22 thankful that it is happening. However, I do have a,
23 I guess, a disappointment in what I've learned and
24 heard this evening, specific to how my neighborhood
25 will be accessing 101.

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1 Everything that we have seen has been very
2 general, but with our accessing Echo Valley, Crazy
3 Horse interchange, come to find out, that we will have
4 to drive to San Miguel Canyon to go to north 101 now,
5 which is very large disappointment.

6 I understand there are technical issues
7 involved, but I really would --

8 I don't know if there is anyone else here
9 from the neighborhood. We will have a homeowners'
10 association meeting and they are going to be
11 surprised. Thank you.

12 MR. MENDOZA: We do have one more I see.
13 (UNAUDIBLE NAME). I am vice chair of
14 (Unaudible). And I would like to commend these safety
15 improvements they have been needed for a long time. I
16 want to tell your people I have been traveling down to
17 Prunedale for 40 years now and these things are
18 welcomed to this area. And it will bring a lot of
19 relief towards saving lives and even using the safety
20 things, we get to go up and around. For the time you
21 had to sit there and wait to do your maneuvering to
22 turn or whatever. It balances out pretty quick with
23 the traffic that is coming, the traffic demand on 101.

24 What I would like to see, we as a community
25 work with TAMC, work with Caltrans and continue

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1 development of expanded projects that will help in
2 these types of projects. That will help keep or meet
3 the demand of the traffic capacities and bring
4 safety -- continued safety to our roadways.

5 And I believe that we have a lot of good
6 brain power pulled together. We could bring solutions
7 to this as the population grows, we could also sit
8 down and address these things.

9 And I would like to see us continue to do
10 that and come out with our best plans. These people
11 in this room right here are the ones that face
12 different things each day, just as I do.

13 They are the ones that can really help the
14 engineer design. Thank you.

15 MR. MENDOZA: That will conclude this
16 portion. I would like to thank everyone who
17 participated in this section of our meeting tonight
18 and others who participated.

19 We want to remind everyone here that the
20 experts will be here for some time. We are going to
21 stay here until 8:00.

PUBLIC COMMENTS

22 My name is Steve Crawford. I am located at
23 597 El Camino Real N, Salinas, California I own a two
24 acre parcel located adjacent to the west side of 101
25

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1 approximately one quarter of a mile past Espinosa
2 Road.

3 After looking at your map, the sound wall
4 will have a devastating affect on my retail business
5 Talking to the sound expert, which I did not get the
6 name, he said there was no reason to put the wall in
7 front of my property to mitigate sound. And I know it
8 would have a devastating affect on the type of
9 business that I have. I need access and visual from
10 the highway to keep my business in business for the
11 clientele that come to our business.

12 We have retail sales, tire sales and special
13 automobiles. So it is my wish to ask you to shorten
14 the sound wall or to work with me on the sound wall to
15 where I could put something on my property to keep the
16 sound down to the adjacent properties that you would
17 have the sound wall for. Thank you.

18 My name is Jan Mitchell. I represent the
19 Prunedale Neighbors Group. And I failed to ask a
20 question when I was at the podium.

21 Why does TAMC modeling and Caltrans traffic
22 modeling not address our real peak periods. Our real
23 peak periods in Prunedale, because we are the hub of
24 traffic for the whole county our peak periods are
25 Saturdays and Sundays and weekends.

11 (Pages 38 to 41)

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Aroner

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1 While it's true, the pick period 5:00 p.m.
2 on a weekday are heavy most of the time as well, and
3 we understand that levels of service are E and F.
4 We are continually perplexed by the fact that the
5 traffic modeling is essentially skewed because traffic
6 is not really taken during our peak periods. And that
7 is my question. Thank you.

8 My name is Amber Aroner. I live at 19200
9 Marjorie Road, Salinas, California 93907.

10 Looking at the Crazy Horse/Echo Valley
11 interchange, it seems to me that what is the emergency
12 access for Marjorie Road and Oak Heights should be the
13 permanent access to Echo Valley Road in what is going
14 to be a deadened or no access to 101 should become the
15 emergency exit.

16 The reason I feel this is that it seems that
17 all of our traffic will have to go down Moro Road and
18 travel all of the way San Miguel on-ramp regardless of
19 either direction that we are going. And because you
20 are restricting access as well as at the first Moro
21 Road access, all of that traffic will be doing down
22 Moro Road and causing a traffic problem on Moro Road
23 that you probably would need to address improvements
24 to that road. And it seems to make much more sense to
25 have direct access to Echo Valley Road from Oak

1 Heights, which Marjorie Road could also gain access
2 from, so we would have more direct access to freeway.
3 And I think that will improve traffic flow
4 considerably. Thank you.

5 MR. MENDOZA: At this time the meeting is
6 closed at 8:30.

7 (Whereupon, at 8:30 p.m. the
8 meeting was concluded.)

12 (Pages 42 to 43)

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Response: Madeline Clark

Tustin Road Overpass

An overpass at Tustin Road was proposed as part of the Prunedale Freeway Project. This project has a different purpose: to improve safety. The project team evaluated the Tustin Road overpass and found it provided little safety improvement in relation to its cost.

Development East of Route 101

The Prunedale Improvement Project is designed to improve safety and not to increase capacity for existing or future traffic demand. Through the environmental process developers evaluate the impact their projects would have on the existing transportation system and must mitigate in some form for those impacts. Caltrans bases the decision to develop a capacity-increasing project on both existing capacity, existing demand, and on future planned development that is reported through the General Plan process.

Messick Road Traffic

Limiting highway access where possible and eliminating left turns across the highway reduces both the number of accidents and the severity of them. It also introduces some out-of-direction travel. Messick Road access to and from Route 101 after the Prunedale Improvement Project is completed would be as follows:

- From Messick Road to northbound Route 101 and from northbound Route 101 to Messick Road access would be unchanged.
- From Messick Road to southbound Route 101 would require traveling north 2 miles on Route 101 to the Crazy Horse Canyon Road interchange, crossing east over the highway, and returning two miles southbound past Messick Road to your destination (approximately four miles of out-of-direction travel).
- From southbound Route 101 to Messick Road would require exiting at the San Miguel Canyon Road interchange, turning left and east over the highway, looping back, and returning north to Messick Road (less than one mile of out-of-direction travel).

Response: Doug Kasunich

Thank you for your support of this safety project.

Caltrans does recognize the inadequate weaving distances in the Berta Canyon Road location, and the need for further access consolidation and additional lanes on Route 101. If Berta Canyon were to be closed, however, then traffic would access Route 101 via Vierra Canyon Road, which would also have operational and capacity impacts. When

funding becomes available, concerns such as these can be made part of a future congestion relief project.

Caltrans does not control mail boxes and school bus stop locations along the highway. We understand your concerns about safety and suggest you bring this to the attention of the school district and/or the postal service.

Response: Ray Schmitt

Addressed in preceding comment and response section: Private Individuals.

Response: Richard Moeller

Addressed in preceding comment and response section: Private Individuals.

Response: Annemarie Tresch

Addressed in preceding comment and response section: Private Individuals.

Response: Bill Theyskens

Addressed in preceding comment and response section: Private Individuals.

Response: Jan Mitchell

Addressed in preceding comment and response section: Private Individuals.

Response: Dennis Miller

Thank you for your support of closing access to Route 101 at Orchard Lane and Russell/Espinosa.

Pesante/Orchard/Cross Area Traffic

Traffic on Cross Road is currently 1,300 vehicles per day. This is expected to increase to 2,700 vehicles daily by 2010 and 4,000 vehicles by 2030. The peak hour volume is projected to be 500 vehicles in 2030. These volumes are easily accommodated by a two-lane road and are consistent with a road that is functionally classified as a collector. Cross Road will be improved by adding paved shoulders for better traffic operations and to accommodate bicycle traffic.

Aesthetic Treatment

Caltrans proposes to texture all soundwalls, retaining walls, and road/bridge structures with the simulated fieldstone texture, which was developed specifically to create a unified aesthetic theme in the Prunedale community. Vines and shrubs will be planted on and in front of walls in most areas where possible. The texture has already been incorporated in the retaining wall on Route 101 between Reese Circle and Pesante Road; and on the new structures at the Route 101/156 interchange.

Out of Direction Travel North County Fire Protection District

Caltrans is working with the North County Fire Protection District to address their concerns about out-of-direction travel.

Webpage

This document, and the final environmental document, are posted on the website, <http://www.dot.ca.gov/dist05/prunedale/index.htm>

Construction Schedule

It seems like a long time, but much work still remains before it is possible to have this project ready for bid and to begin construction.

In broad sequential terms, the project must complete:

- Final approval under federal and state environmental laws
- Final design during which details of hydraulics/roadway drainage, geo-technical drilling to confirm soil composition, bridge and retaining wall structures design, and other specifics are determined
- Legal agreements with local, state, and federal agencies
- Negotiated purchase of private properties

If the schedule can be accelerated, then it definitely will be.

Response: Elaine Richelieu

Addressed in preceding comment and response section: Private Individuals.

Response: Robin Lee

Addressed in preceding comment and response section: Private Individuals.

Response: Julie Engell

As Bill Reichmuth, Executive Director of the Transportation Agency for Monterey County, stated during the Public Hearing, the Prunedale Freeway Project is still a priority for the agency.

Response: Gail (inaudible)

Caltrans and the community appreciate the work you and the 101 Bypass committee have been doing for so long.

Response: Kevin Herring

Addressed in preceding comment and response section: Private Individuals.

Response: Annemarie Tresch

Addressed in preceding comment and response section: Private Individuals.

Response: Ellen Henault

Addressed in preceding comment and response section: Private Individuals.

Response: Cheryl Matter

As stated by Ron Lundquist, Monterey County Interim Public Works Director during the Public Hearing, there are no plans to change speed limits on San Miguel Canyon Road at this time. If you wish to make a formal suggestion to Monterey County Public Works, you are welcome to do so.

Response: Debbie Bumgarner

Approximately half of the vehicles on Route 101 in this corridor are local traffic. As stated by Bill Reichmuth, Executive Director of the Transportation Agency for Monterey County during the Public Hearing, there is a 14-year plan to enable Monterey County to become a self-help county and potentially incorporate revenues from the hospitality and agricultural industries.

Response: Brett Melone

Thank you for your support.

Several years ago Caltrans was asked not to open traffic on Oak Heights Drive (a private road) to the general public. Consistent with that position of maintaining privacy, while also fulfilling emergency services needs, Caltrans' staff designed a new, gated access road connecting Shady Drive and Oak Heights Drive with Echo Valley Road available for emergency purposes and personnel only. To make this road available to residential traffic, as you suggest, would require another residential relocation and additional impacts to other residents, and the roadway would serve only a limited number of people on Shady and Oak Heights drives. The additional impact and cost would not constitute the greatest public good with the least private injury and would, therefore, not be justified.

Yes, out-of-direction travel would be required for travelers leaving the Oak Heights area to go northbound on Route 101. Southbound traffic would drive on Moro to Tustin Road (approximately 1 mile) and access Route 101 without out-of-direction travel. If headed northbound on Route 101, travelers would drive south on Moro Road to San Miguel Canyon interchange to enter northbound Route 101, or use Tustin to enter southbound traffic on Route 101 and exit at the San Miguel Canyon interchange to reverse direction. This would be approximately four miles of out-of-direction travel—two miles to access San Miguel via Moro and two miles back north on Route 101 to reach the point of origin.

Response: (inaudible)

Thank you for your encouraging words. It is correct to say the community has a great deal of information to contribute to the project development process.

Response: Steve Crawford

Just east of your parcel (113-092-009), existing Route 101 would be replaced by a frontage road that will begin at the southern end at Espinosa Road and extend to a cul-de-sac just north of your parcel. Between this frontage road and the re-aligned Route 101, there is a soundwall proposed that would primarily act as noise abatement for the mobile homes south of your parcel. Route 101 will be elevated at this location and it is likely northbound traffic will be unable to view your parcel. Southbound travelers may be able

to view your parcel/business below. A map is included in the final environmental document, although the soundwall limits are not indicated on this map.

After project approval, noise barrier information will be mailed out to potentially affected property owners for further input and consideration.

Response: Jan Mitchell

Addressed in preceding comment and response section: Private Individuals.

Response: Amber Aroner

Several years ago Caltrans was asked not to open traffic on Oak Heights Drive (a private road) to the general public. Consistent with that position of maintaining privacy, while also fulfilling emergency services needs, Caltrans' staff designed a new, gated access road connecting Shady Drive and Oak Heights Drive with Echo Valley Road available for emergency purposes and personnel only. To make this road available to residential traffic, as you suggest, would require at least one more residential relocation and additional impacts to other residents. The roadway would serve only a limited number of people on Shady and Oak Heights drives. The additional impact and cost would not constitute the greatest public good with the least private injury and would, therefore, not be justified.

Yes, out-of-direction travel would be required for travelers leaving the Oak Heights area to go northbound on Route 101. Southbound traffic would drive on Moro to Tustin Road (approximately 1 mile) and access Route 101 without out-of-direction travel. If headed northbound on Route 101, travelers would drive south on Moro Road to San Miguel Canyon interchange to enter northbound Route 101, or use Tustin to enter southbound traffic on Route 101 and exit at the San Miguel Canyon interchange to reverse direction. This would be approximately 4 miles of out-of-direction travel—2 miles to access San Miguel via Moro and 2 miles back north on Route 101 to reach the point of origin.